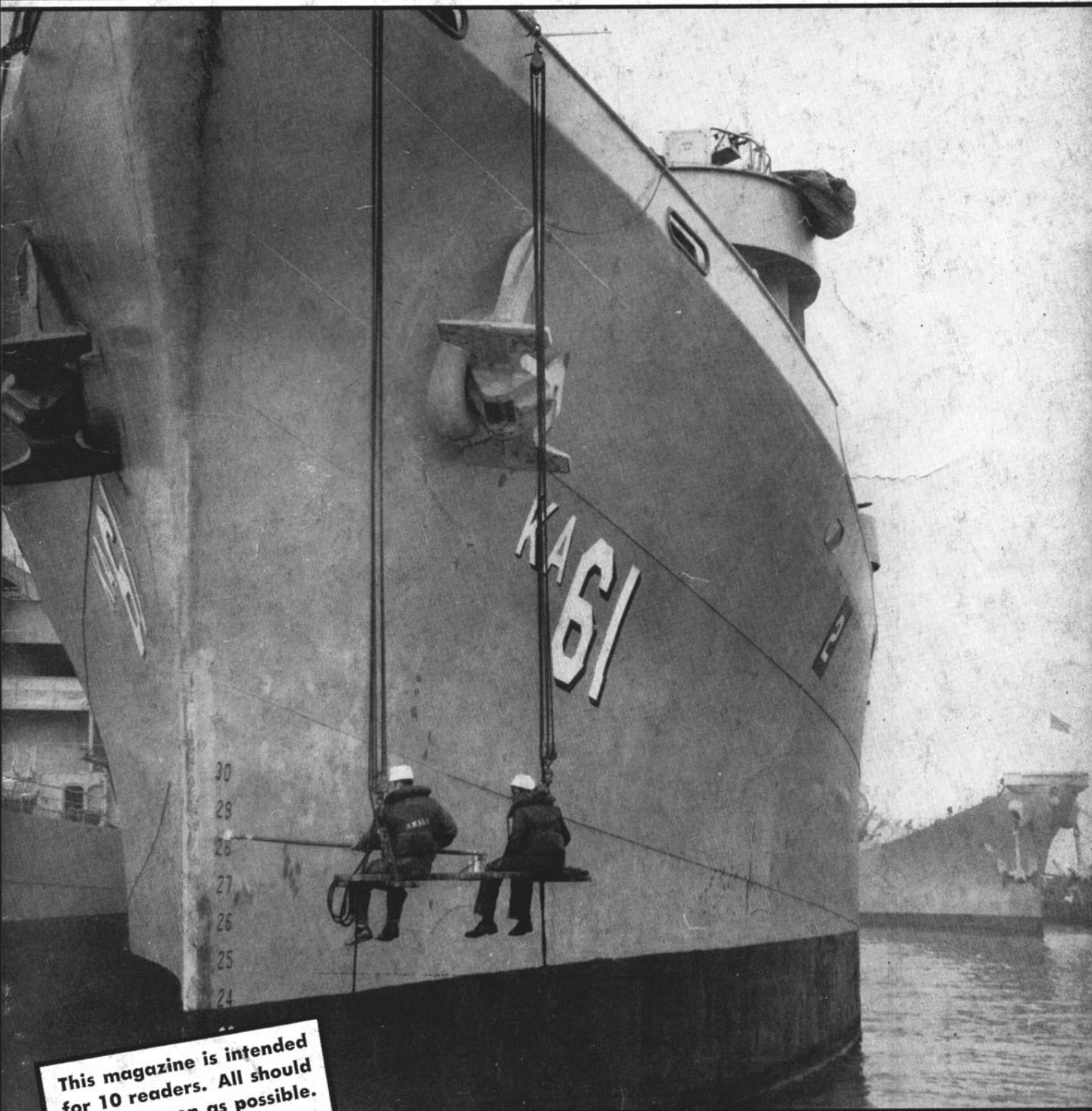


ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

NAVPERS-O

AUGUST 1953



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

AUGUST 1953

Navpers-0

NUMBER 438

VICE ADMIRAL JAMES L. HOLLOWAY, Jr., USN
The Chief of Naval Personnel

REAR ADMIRAL JOSEPH F. BOLGER, USN
The Deputy Chief of Naval Personnel

CAPTAIN WREFORD G. CHAPPLE, USN
Assistant Chief for Morale Services

TABLE OF CONTENTS

	Page
Navy's LSDs Carry a 'Kangaroo Punch'.....	2
The Word	6
Navymen Fight Fires and Floods	8
Reducing the Element of Chance in War.....	10
Duty in 'Ships of the Desert' Country	14
On Lookout Duty, the Eyes Still Have It.....	17
Sailors Win Eight Firsts in Track and Field Meet....	18
Servicescope: News of Other Services.....	22
Letters to the Editor.....	24
Precision Pilots	29
Special Feature	
BuPers Takes a Personal Interest in YOU.....	30
Chart: Organization of the Bureau of Naval Personnel	32
Today's Navy	38
Bulletin Board	44
Answers to Your Questions on Leave.....	46
Here's Report on Service Obligation of Men on Active Duty.....	48
Summary of Changes Made in Sea/Shore Rotation Program	52
Report on New Legislation.....	54
Directives in Brief.....	54
Decorations and Citations	56
Book Reviews	58
Book Supplement: Blockade Battle.....	59

LCDR F. C. Huntley, USNR, Editor
John A. Oudine, Managing Editor

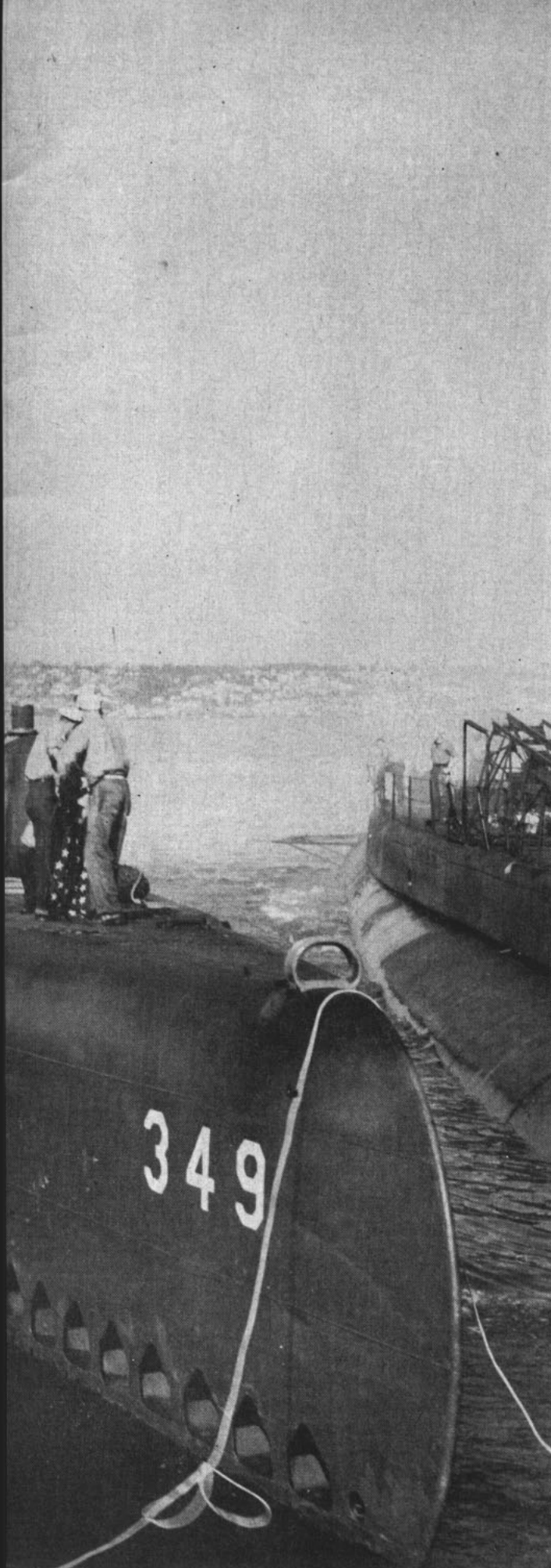
Associate Editors

LT A. P. Miller, Jr., USNR, News
David Rosenberg, Art
Elsa Arthur, Research
French Crawford Smith, Layout
G. Vern Blasdel, Reserve

● FRONT COVER: SIDECLEANERS AT WORK—Two sailors perform chore of cleaning the side of an attack cargo ship. USS *Muliphen* (AKA 61) is the vessel getting the touch-up job.

● AT LEFT: Heaving line is cast to outboard submarine preparatory to closing the gap left by USS *Diodon* (SS 349) (center) as she slips out of her berth at San Diego.

● CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.





FLOATING DRYDOCK, USS *Tortuga* (LSD 26), discharges LVTs and LVT(A)s during tests conducted at Sagami Bay, Japan.

Navy's LSDs Carry a 'Kangaroo Punch'

IT was the morning of the invasion. The eastern sky glowed with morning sun and mist as a huge Navy task force lined up off the coast of North Korea. A helicopter spotter had reported that the channel ahead was filled with mines and the ships would not be able to move through it.

Then out of the mist it came—an unusual ship-of-war with a blunt, stubby bow, a huge bridge house and weird lines that sloped away to a squared-off stern that looked like the back end of a truck.

The strange vessel moved smoothly through the water straight toward the mine-infested channel. Then, all at once, it squatted down in the water like a mother duck covering her brood. When its hull was half submerged the flat stern folded downward into the sea and revealed that the ship's interior was flooded with sea water. A Marine with the task force looked at his buddy. "What kind of ship is that?" he

asked. "A ship that fills with water but doesn't sink?"

Then as if in answer to the question, a roar of motors came from the strange vessel. A haze of blue exhaust smoke appeared over its superstructure and through the gaping hole where the stern had been came a bevy of "ducklings"—a small navy of pint-sized minesweepers, LCMs and LCVPs that had been fitted out with special minesweeping gear.

As they came out the "ducklings" circled behind the mother ship. Then they formed a line three abreast, streamed their sweeping gear out behind them and moved through the mine-infested channel. The boats were staggered so that the area cov-

ered in their sweep would overlap and no part of the channel would be left unswept. The path they cleared would allow the bigger ships to move in.

When their job was done the "ducklings" streamed back to the mother ship and entered the open stern. The stern gate closed up behind them and the big ship steamed away slowly rising out of the sea as it disappeared back into the mist.

This unique ship made its initial appearance in World War II. She was named "LSD" (for landing ship dock) and her function was to carry and launch landing craft with amphibious task forces in the Pacific. However, it wasn't long before she was doing all sorts of odd jobs for the fleet. She's a ship with a 'kangaroo punch.' Her ability to take aboard small boats and ships made her an ideal dry-dock repair ship. Her huge docking-well enabled her to carry tremendous cargoes of invasion equipment. She was an important

**Navy's Seagoing Garages,
Born in World War II,
Prove Versatility in Korea**

cog in the amphibious wheel. Now in Korea she has added another job to her list of duties—that of a mother to minesweepers.

She steams along in convoy with her docking-well filled with little minesweepers ready to be turned loose at any spot they're needed to clear a path for the task force. Where combat forces were previously hampered by having to move slowly so that regular-type minesweepers could keep up with them they are now able to steam along on their missions at full tilt.

At first glance an LSD looks like something that got away from its builders before it was finished. It has a tremendous shell of a hull and a docking-well 396 feet long and 44 feet wide which tunnels from the stern clear up under the bridge to the bow.

The vast docking-well is only 60 feet short of the entire length of the LSD. In it will fit 27 LCVPs, 18 LCMs with one LCVP in each, three LCUs, one LSM—or anything narrow enough to get through the stern gate.

An LSD has a "superdeck" of steel grating that covers the top of her water-garage. On this grating go 350 tons of invasion cargo which may include tanks, cars, trucks, jeeps or other vehicles.

The superdeck comes in six-ton sections and has a six-ton traveling bridge crane that rides tracks along the top of the wing-walls. This crane can lift the deck sections overboard when they are not needed.

The average LSD has a crew of 330 men and 18 officers. Her big 7000-horsepower reciprocating engines enable her to steam along at 16 knots.

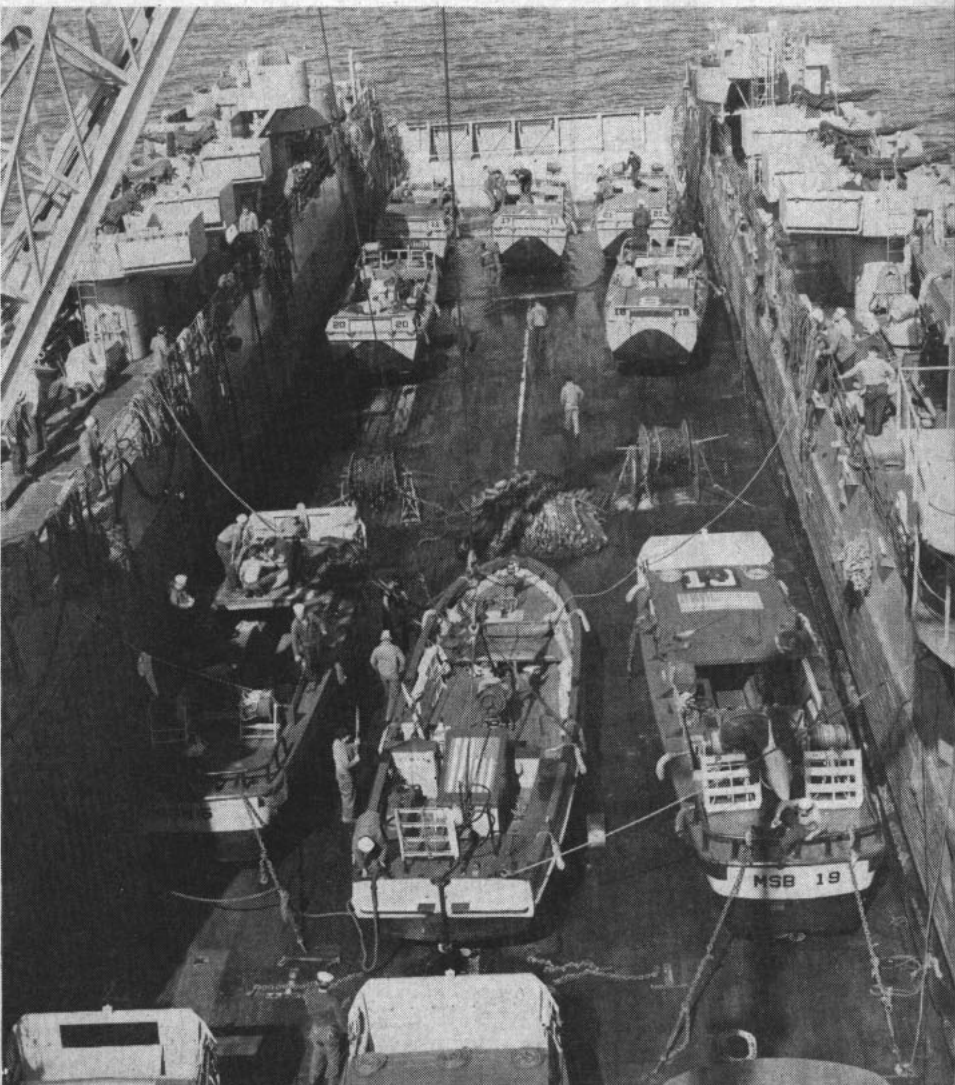
It takes about an hour-and-a-half to ballast her down until there's enough water in the docking-well to float the small craft. In order to save time, ballasting is usually started while still underway.

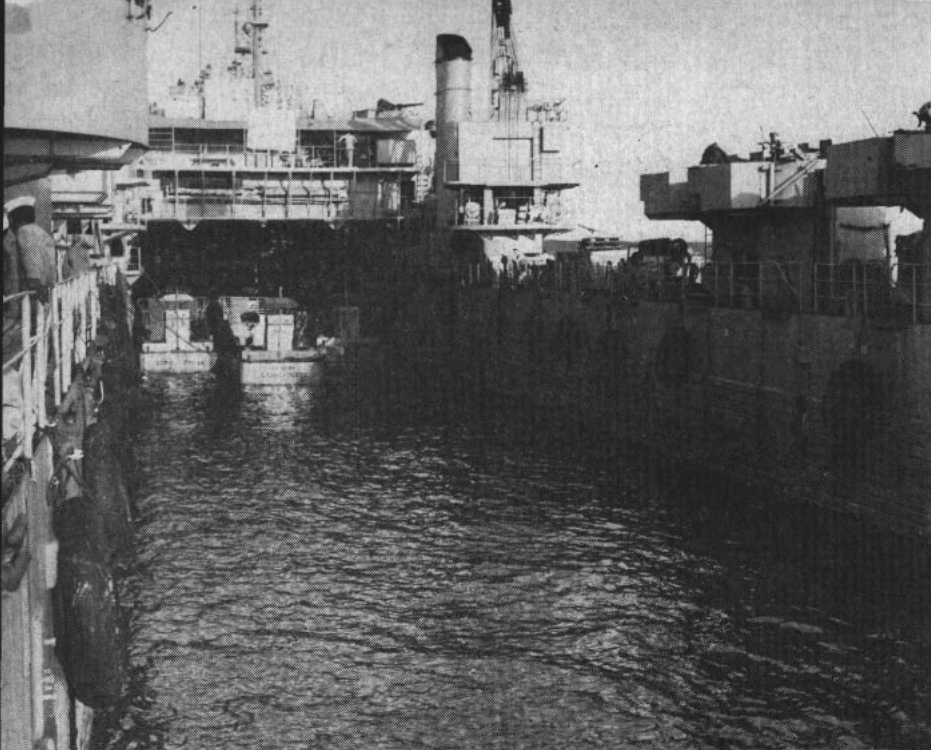
Men with telephone gear stand at six different stations around the ship to report ballast progress as the ship takes on water. Each phone connects with the ballast control center—a tiny shelter on the starboard wing-wall lined with huge panels of wavering dial needles that gauge the ballasting.

Crewmen are careful to see that there are no half-full tanks with "free surface" where water can slosh around. If the ship is rolling in a



UNITS of amphibious tank and tractor battalion churn waters leaving LSD. Below: Minesweeping boats are readied in well deck of LSD at Wonsan, Korea.





WELL DECK SUBMERGED, USS Colonial (LSD 18) waits for return of LCMs. LSDs can hold 18 LCMs—each with one LCVP—or 27 LCVPs, three LCUs or one LSM.

heavy swell, free surface water will slosh steeper than the roll and tend to keep the roll going. If the roll is big enough it could cause a lot of damage.

Here is a "blow-by-blow" account of a typical LSD minefield operation:

When approaching the mine field the engineering officer orders the stern gate to open slightly. Slowly the ship starts to settle in the sea and the docking-well fills like a big washbowl.

By the time the destination is reached, 7000 tons of salt water have flooded the docking-well to a depth of six feet or more.

Arriving at the mine field, the engines stop and the LSD turns into the wind. Gears groan, and now the stern gate goes down, folding neatly in half and doubling back under the stern. Inside, the noise of the boat engines fills the well. Three at a time, the little sweepers emerge from the cloud of fumes to circle the mother ship like a young brood enjoying their freedom for the first time and excited by the unfamiliar surroundings.

Now they form groups and proceed to carve a path for the bigger sweeps that will follow later. Because of their small draft, minesweeping small craft can penetrate shallow areas without danger of running aground and can clear places

that the standard sized minesweepers can not reach.

With their part in the sweeping operation completed, the mincraft head back to the LSD, which is standing by. The boats form two circles off each quarter of the ship's stern while they wait to be "called in."

Up on the after-end of the port wing-wall stands the docking officer with a power megaphone giving the

signals. Like the Landing Signal Officer on an aircraft carrier directing flight landings, he is responsible in bringing each of the boats back aboard safe.

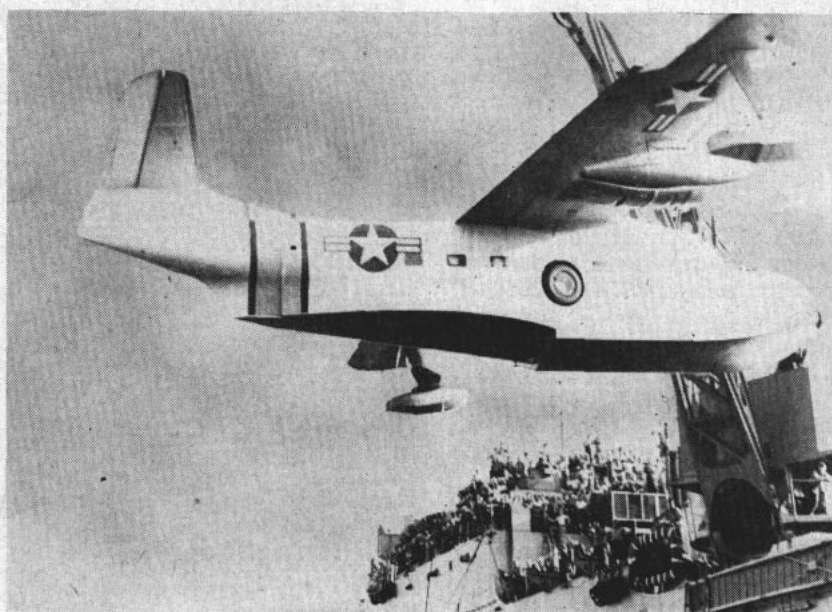
A typical command goes like this:

"No. 6 aboard center—7 and 8 follow port and starboard."

Immediately No. 6 roars through the stern gate right down the center to the forward end of the docking-well. No. 7 and No. 8 follow, flanking No. 6 until they are finally made fast with chain lashings. The loading proceeds three at a time until the last of the little craft are safely back to roost. Then the stern gate closes part way to allow the ocean inside to spill back out. Deballasting begins and the ship gets underway in short order.

All this is a pretty smooth operation in a calm sea. But when "Mama" LSD is heaving and rolling in rough weather it's another story. Only a highly skilled crew can handle the bounding small craft as they enter the heaving docking-well. The little boats whirl and spin, knock against the bulkheads and crash against each other like carnival cars.

On icy mornings in cold weather, steam lines have to be rigged to unfreeze the ballast valves so that the docking-well can be flooded and the stern gate lowered. Steam is also often applied to boat engines to warm them after a frozen night. The LCVP crews have the most rugged



'ALBATROSS,' disabled 14-ton amphibious plane, is hoisted aboard versatile USS San Marcos (LSD 25) in unusual rescue mission in the Mediterranean.



STERN GATE OPEN, USS *Fort Mandan* (LSD 21) lies at anchor waiting for her 'brood' to return. Note cranes, grating which houses some 12 small boats.

job of all. The constant spray forms an icy film on their boats and although the men wear foul-weather clothing suitable for the arctic, long hours of rough-water, open-boat sweeping mean tough work in winter weather.

To make matters tougher, in combat areas boats must be backed into the well so they can be launched faster. Everything is timed to the last instant. As the boats start coming aboard after a sweeping operation, the mother ship begins deballasting at once, forward tanks first. If the engineers are on the ball, the forward end of the docking-well will be tipped up and dry and the first boats will be grounded seconds after they're lashed into place. Deballasting proceeds sternward so that as each threesome of boats is tied up they will be high and dry almost immediately.

Partial ballasting, so that only the after end of the docking-well is flooded, has other advantages. It enables the LSD to become a launching beach for amphibious craft.

LVTs (amphibious tanks), for instance, can be lowered from the superdeck to the bow end of the docking-well by crane. When ready to launch, the stern ballast tanks are filled and the after end of the well sinks into the ocean. The amphibious sitting high and dry in the bow end simply rumble down the sloping deck as though they were taking

off from a beach. Going into the water halfway down they are afloat by the time they pass the stern gate. As each group of amphibians takes off others are lowered to the "beach" by the crane.

LSDs are versatile ships. For example, when a U. S. Air Force amphibious plane on a rescue mission landed at sea and was unable to take off again when it developed engine trouble, a request was radioed to Commander Sixth Fleet for help. Immediately *uss San Marcos* (LSD

25) was dispatched to render aid to the stricken plane.

Following its arrival at the scene of the downed plane, *San Marcos* hoisted the huge aircraft aboard with its powerful cranes. The plane, weighing 14 tons, and with a wing span of 80 feet and an over-all length of 61 feet, would have posed a spectacular problem for other types of ships. Hoisting it aboard was a praiseworthy feat for the LSD which accomplished the job without difficulty.

So that they will be able to do even more "odd jobs," two LSDs, *uss Lindenwald* (LSD 6) and *uss Gunston Hall* (LSD 5) have now been "winterized" for Arctic work. Their hulls have been strengthened and insulated to resist the pressing ice pack. Crane controls and deck equipment have been placed under shelter. The bridge is housed and there are steel shacks for bow and gun lookouts. New reciprocating engines will give the ships fast, sudden back-down power in ice floe regions.

Their availability for all types of tasks has earned the LSDs the respect of all Navymen and a prominent place in the fleet of tomorrow. Why not? What other ship can do a day's work and end up with a deck full of fresh fish?

That's no fish story—it is not at all unusual for an LSD to find after deballasting that her docking-well is covered with a good sized "catch" of flopping fish!—Ted Sammon.



MINESWEEPER USS *Mocking Bird* (AMS 27) clears water off Chinnampo, Korea, inshore of USS *Comstock* (LSD 19), shortly before a raid by marine units.

THE WORD

Frank, Authentic Advance Information On Policy — Straight From Headquarters

• **"QUEEN" ALLOTMENTS** — Some enlisted personnel are asking what will happen to the "Q" or "Queen" allotments if peace comes in Korea. Will the present Q allotment system expire?

The answer is "No," unless Congress should repeal the Dependents' Assistance Act of 1950 (Public Law 771, 81st Congress). This law has been extended to 30 June 1955. The act provides "Queen" allotments by means of basic allowance for quarters for eligible wives, children and parents of enlisted personnel on active duty in all pay grades.

Should the Dependents' Assistance Act of 1950 be repealed, or when it expires, enlisted members on active duty in pay grade E-4 (with seven or more years' service), through pay grade E-7, would still be entitled to receive basic quarters allowance under the Career Compensation Act of 1949.

The 1949 act is a permanent law, but "Queen" allotments are not required under this act. The "Q" allotment system was established by the Dependents' Assistance Act of 1950 and is a time-limit amendment to the Career Compensation Act of 1949.

Another question frequently asked is: "If a man reenlists while "Queen" allotments are in effect, will the allotment continue for the duration of his enlistment?" The answer is "No," not beyond the present expiration date of 30 Jun 1955, unless the act is again extended by Congress.

Some members want to know if

"Queen" allotments are not extended for personnel in pay grades below E-4 (with seven or more years' service), can they anticipate BuPers approval of hardship discharge request.

That question can be answered in the light of present BuPers policy concerning discharges or transfers to the Naval Reserve or release to inactive duty for dependency or hardship reasons. Such action is not authorized solely because of financial difficulties.

Should BAQ be discontinued, it would have a definite bearing on cases of this nature. It has long been and will continue to be the Bureau's policy to make decisions on requests for dependency and hardship separations based on the circumstances and merits of each individual case.

• **USAFI TEST**—Enlisted members who are interested in completing the USAFI 2CX Educational Qualification Test as the in-service equivalent of the second year of a standard college course must do so before 1 Jan 1954. On that date the 2CX test will be withdrawn by USAFI. Satisfactory scores on the 2CX taken prior to 1 Jan 1954 will continue to be accepted by the Navy.

At the present time there is no assurance that the Navy will develop an in-service educational equivalent test for use in the various officer procurement programs. If such a test becomes available, an announcement will be made by BuPers.

• DEEP SEA DIVING COURSE

—A six-month course at the Deep Sea Divers School, Naval Gun Factory, Washington, D. C., is open to Regular Navy and Naval Reserve officers, male, of unrestricted line or limited duty officer categories (aviation classifications excluded).

Applications are desired from both permanent and temporary officers in the ranks of ensign, lieutenant (junior grade) and warrant officers of Gunner (7230) and Boatswain grades.

Successful completion of the course will lead to tours of duty in ASR-type ships and in the deep sea diving program of the Navy.

Reserve officers and temporary officers must agree to remain on active duty for one year after completing the course. A certificate stating the candidate's physical fitness for deep sea diving must accompany each application. Applicants must not have reached their 31st birthday prior to commencement of divers training.

Classes begin the first Monday in February, April, August and October of each year. It is recommended that applications be submitted at least a month prior to convening date of the desired class.

• WASHINGTON BONUS —

World War II veterans from the state of Washington now have two more years to get in their applications if they haven't yet done so.

The state legislature has extended the deadline date for applications until 31 March 1955.

To be eligible for the bonus a person must have served in the U.S. armed forces at some time between 7 Dec 1941 and 2 Sept 1945. In addition, he must also have maintained a residence in the state for one year immediately prior to entering the service and have been honorably dis-



PASS THIS COPY ALONG — Don't get anchored down; nine other guys are waiting to read ALL HANDS Magazine.

charged (unless he remained on active duty).

Applications and additional information concerning the Washington bonus may be obtained from the Office of the State Auditor, Division of Veterans Compensation, 114 Columbia Street, Olympia, Washington.

Applications may also be received from the Commandant (DCRO), Thirteenth Naval District, 1611 West Wheeler St., Seattle 99, Wash.

• **ENLISTED MEN APPOINTED LDOs**—Appointments as Limited Duty Officers are going out to more than 120 enlisted men, warrant officers and temporary officers. In this 1953 increment of the LDO selection program, seven PO1s, 54 CPOs, 55 warrant officers and six temporary officers are being promoted to permanent ensign, USN.

They will receive appointments in the following classifications: deck, ordnance, administration, engineering, hull, electronics, aviation operations, aviation ordnance, aviation engineering, aviation electronics, Supply Corps and Civil Engineer Corps.

The LDO program is open to Regular Navy members whose permanent status is that of CWO, WO, CPO or PO1. Before he can be considered, a man must have 10 years' active naval service prior to 1 January of the year in which the appointment will be made. Prior to this date he must have served as a PO1 or higher and have put in at least a year in grade.

He must not have reached age 35. For men now serving as temporary ensigns or above as well as men who have previously served in a temporary grade of lieutenant (junior grade) or above, this age limit has been raised to 38. All candidates must be able to complete 30 years' active naval service before they reach age 55.

Candidates must have satisfactorily completed the G.E.D. Test (high school level) before the date of the LDO Selection Tests. They must be able to meet the physical standards for original appointment in the Navy for the corps to which they wish to be appointed.

Among other aspects of this program: No person shall be eligible to submit application for LDO appointment more than twice, nor shall he make application in more than one LDO classification in any one year.

Officers transferred to the Regular Navy as permanent USN officers above the rank of CWO are not eligible.

The yearly chronological schedule is as follows: By 1 July of each year written requests for consideration in the following year's selection program must be submitted to commanding officers. Nominations are then forwarded by the CO to the Chief of Naval Personnel by 1 September. Competitive exams are conducted in December and the Selection Board meets the following Spring.

Now going into its sixth year, the LDO program has placed more than 1100 former enlisted men in the officer ranks. Further details on this program are listed in BuPers Circ. Ltr. 53-52 (NDB, 31 March 1952).

• **NEW POLICY SET UP ON STRIKERS**—New procedures to provide for more positive control in both the "quality" and "quantity" of strikers assigned to any rating are established by a recent BuPers directive. Such control is necessary according to BuPers Inst. 1430.4A (4 Jun 1953) canceling BuPers Inst. 1430.4 (21 Nov 1952), to insure uniformly high quality of indentified strikers and a more equitable distribution of trained personnel. Hereafter, striker identifications will not be assigned by commanding officers on the basis of in-service training alone.

A change in procedure now authorizes the identification as strikers of certain personnel who passed exams but were not advanced in rate due to quota limitations. Commanding officers will assign to such persons appropriate striker identifications only on the authority of Naval Examining Center letters announcing the passing results of each service-wide competitive examination.

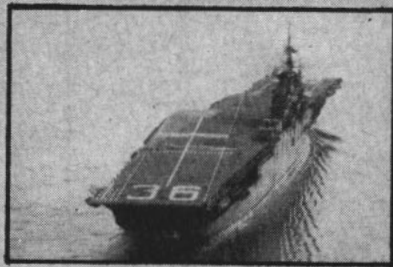
The "over crowding" of strikers for some ratings should be avoided by the new procedures. The number of strikers may be controlled by adjusting Class A school quotas and by limiting, when necessary, the number of strikers identified among those who successfully pass exams but are not advanced because of quota limitations.

Quality is obtained by identifying as strikers only the graduates of Class A schools and personnel who passed service-wide exams.

For more on strikers see ALL HANDS, Mar. 1953, p. 47.

QUIZ AWEIGH

Keeping up with the new Navy is as important as remembering the old. So take a swing at this month's quiz and find out just how salty you really are.



1. You can see this ship's hull number, so you know she is the CVA 36. But with a little detective work you should know her name is (a) USS *Antietam*, (b) USS *Boxer*, (c) USS *Philippine Sea*.

2. The main idea behind the ship's newly designed flight deck is to (a) provide more stowage space for planes not in use, (b) to make it easier to observe aircraft operations from the bridge, (c) to permit greater safety in landing operations.



3. The Can Buoy at left, painted black, marks the (a) starboard side of a channel from the seaward, (b) port side of a channel from the seaward, (c) mid-channel.

4. The Nun Buoy, painted red, marks the (a) starboard side of a channel from the seaward, (b) port side of a channel from the seaward, (c) a dumping spot for explosives.



5. Here is the Navy's new (a) PBY-3 *Catalina*, (b) P2V *Neptune*, (c) P5M-1 *Marlin*.

6. The plane is designed primarily (a) as a dive bomber, (b) for anti-submarine warfare, (c) for strategic bombing.

Navymen Fight

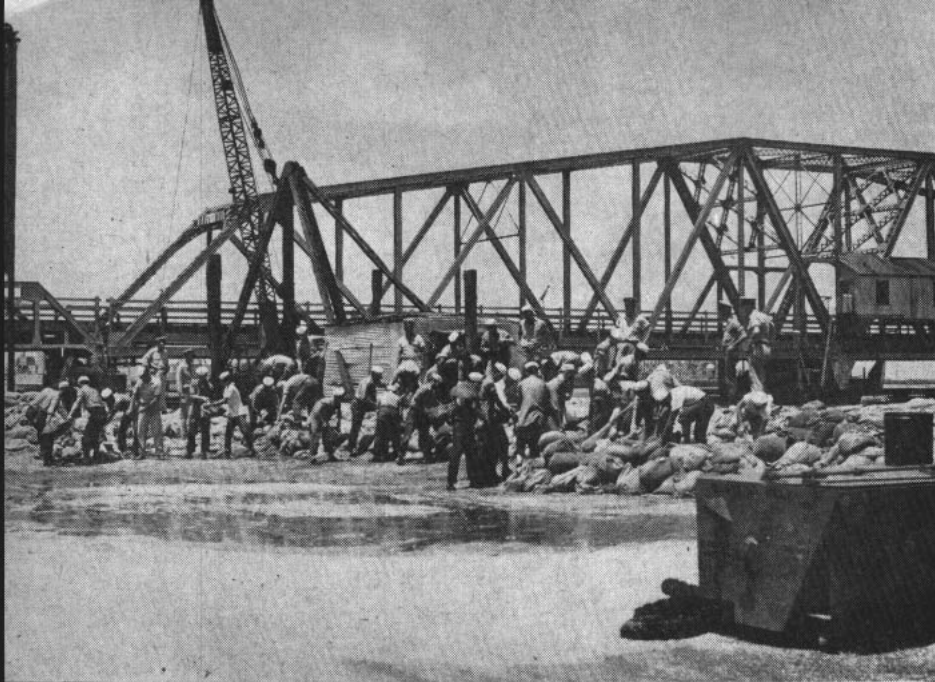
FIRES or floods, tornadoes or explosions — Navymen everywhere, whether Regulars or Reserves, respond to such emergencies with equal alacrity. Here are some recent cases:

The experience at Orange, Texas, for example, demonstrates how Naval Reservists throughout the country have assisted their communities when disaster strikes. The response of Reservists to such disasters as tornadoes at Port Huron, Mich., San Angelo and Waco, Texas; an ammunition explosion at Lewis, Ind.; and the flash flood at Sioux City, Iowa has, in every instance, won high praise from community leaders in each of these areas.

Typical example of the aid given by Regular Navy men in a local emergency is the heroic struggle of personnel from the Fire Fighting School at the Philadelphia Naval Base in subduing a four-day-old gasoline fire aboard a crippled tanker.

Arriving at the side of the blazing merchant tanker *Pan Massachusetts*, a victim of collision in the Delaware River, the Navy fire-fighting team poured more than 29,000 gallons of fire-smothering foam into the tanker's hold.

"When we arrived," said the officer in charge of the School, "the ship was entirely on fire except for a small part of the bow and stern. It was necessary to cool off the red hot deck plates before we could go aboard. We had to get into the tanks while the decks above us were still



NAVAL RESERVISTS from Houston, Texas, pile up sandbags in flood area to prevent destruction of bridge. Below: Photo shows flooded residential area.



LEVEES are built by Beaumont, Texas, Reservists to keep flood waters back. At right: More Navymen pile up sandbags as threatening waters keep on rising.



Fires & Floods

ablaze. The men were in constant danger from gasoline explosions."

The work of this fire-fighting team not only helped save the vessel from complete destruction but also removed the hazard to navigation that possible explosions would present. About 80 per cent of the 160,000 barrels of gasoline being carried aboard the tanker was in salvable condition. There were no personnel casualties among the Navy fire fighters. To quell the fire, they used 2900 gallons of mechanical foam and additional powdered foam.

Fighting floods as well as fires, the Navy came through again. In this case it was approximately 250 Naval Reservists from five localities answering the distress call when Orange, Texas, was threatened by the rising waters of the Sabine River.

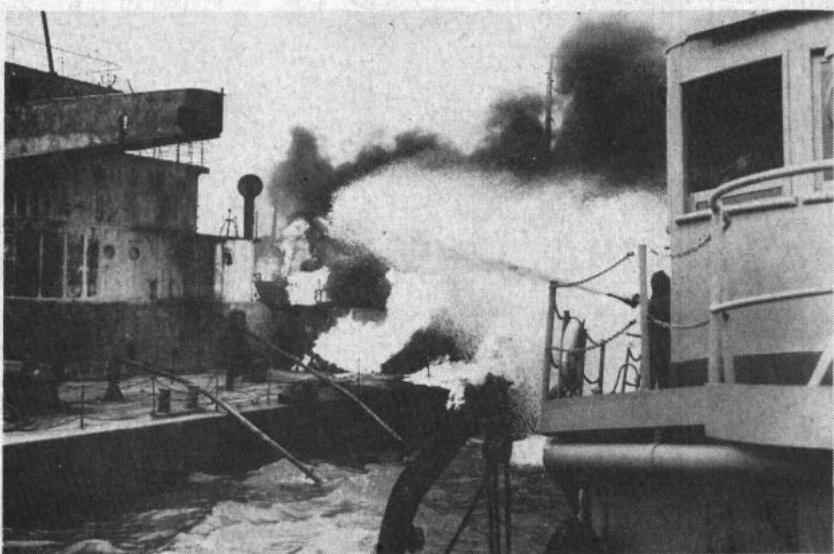
Within a few hours after the alert was sounded, groups from Galveston, Houston, Beaumont, Port Arthur and Lake Charles, La., had arrived at the threatened city and pitched into the back-breaking labor of loading sandbags and building levees.

Part of the men from Lake Charles were forced to return to their own homes to combat a similar emergency. The others remained until the danger to Orange had passed. By that time, most uniforms and shoes were thoroughly ruined.

Many of the Naval Reserve volunteers were of high school age. They returned from their emergency flood-fighting just in time to take their final exams which school authorities had thoughtfully delayed.



NAVYMEN aboard USS Toka (YT-149) pour more than 29,000 gallons of fire-smothering foam in blazing hold of tanker *Pan Massachusetts*, a collision victim.



RED HOT DECKS had to be cooled before Navy firefighters could board tanker. Below: Men direct foam-throwing hoses at flames; they fought fire six hours.





OPERATIONS EVALUATION works to improve effectiveness of sea and air units. Shown is World War II task force.

Reducing the Element of Chance in War

AT one time during World War II, a force of destroyers was escorting a flotilla of landing craft near Leyte when, without warning, one of the LSTs was torpedoed by a Japanese submarine.

Because of the time lost in establishing protective measures, the commander of the destroyer division was unable to pursue the sub immediately and it escaped.

Nevertheless, the commander consulted his search plan and executed its complicated gyrations throughout the night.

After 11 hours of apparently pointless wanderings, the submarine was picked up dead ahead! Depth charges ended the incident and the sub.

The Pacific Ocean is large. If you were one of the crew you would have grumbled at the apparent aimlessness of the search. How did the commander know he would find the sub at that particular spot? He didn't.

But he knew that, although the chances of finding the sub were decreasing with the passage of each minute, his best chance of finding it

lay in sticking to the search plan. His success was compounded of three ingredients: luck, perseverance and a scientific and workable search plan.

Perseverance was the result of proper indoctrination.

Luck was the chance factor that always exists in warfare, even after all correct measures have been taken.

The search plan was the result of a series of probability studies undertaken by a group of scientists known today as the Operations Evaluation Group. At present OEG is administered under an Office of Naval Research contract, and is physically a part of the Office of the Chief of Naval Operations. It is the job of OEG to assist in the solution of operational problems through the application of scientific methods of research.

Research by the Navy is not new. After all, during the Civil War, it was the Navy that ordered John Ericsson to build the *Monitor* and got it in commission in time to keep the Chesapeake estuary open for Federal shipping, to cite only one example.

The development of implements of

warfare has long been the subject of scientific research; however until the advent of Operations Research, the science with which OEG is mainly concerned, the scientific analytical methods that assisted in developing the weapon had been little utilized in the problem of its operational use.

The methods used in OEG studies are not new. They have been used for generations by trained scientists in studying the laws of nature. Now they are being found useful in examining many of the strategical and tactical aspects of modern warfare. This idea—that scientific analysis has an application in the “user” field, in addition to its long accepted position in the laboratory—is one of our modern-day advancements that holds considerable promise for the future. Industry is rapidly accepting this idea, and it is proving of great value in solving many administrative and operational problems that were previously resolved through the expensive and time consuming methods of “hit or miss” or “trial and error.”

The adaption of Operations Re-

search to problems of warfare, began, in this country, during the early days of World War II when the United States was menaced by Hitler's U-Boat attacks. At the request of the Navy, the National Defense Research Council in the spring of 1942 set up a group, then known as the Operations Research Group, to map out a plan for successfully combatting the Axis submarine threat. The techniques applied at that time were later extended to other problems with such success that each of the services set up similar research groups.

The work of ORG was so important that no word of its existence was permitted until World War II had almost come to an end. Now it is possible to discuss with comparative freedom its accomplishments of that period and, to a limited extent, the work of its successor, OEG.

A typical problem involves:

- Collecting and analyzing facts on the performance of the Naval units involved (often with the aid of such mathematical tools as the theory of probability).
- Constructing a theory that not only fits the past data, but is applicable to future operations.
- Suggesting improved procedures or tactics based on this theory.
- Finally, checking the validity of the recommendations either through exercises set up for the purpose or by study of actual combat performance.

In World War II, this technique

was first used in anti-submarine warfare. In that field, operations analysts contributed solutions to such problems as to what patterns airplanes should fly when searching for submarines and in what areas the search would prove the most effective; at what depth their bombs should be set to explode; how best to use detection equipment.

The group was able to supply answers to specific problems as well. For example, it was learned that German blockade runners were getting vital raw material from Asia by a route that involved a surface run

through the South Atlantic. The problem; how to draw a barrier from Recife on one side of the Atlantic to Dakar on the other, so as to spot and sink any ship trying to come up from the south.

Obviously, if planes were to just fly back and forth between South America and Africa, either there must be a huge number of really long-range patrols or there would be plenty of opportunities for a fugitive vessel to steam across the patrolled line after one plane had passed and before the next plane came along.

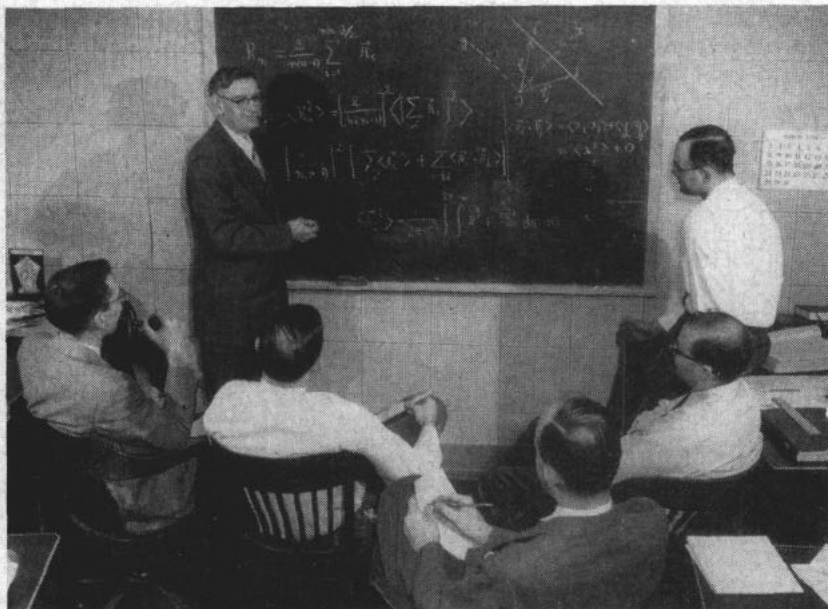
After mulling over the problem for a time, OEG realized that if the planes were to fly a closed X-shaped course, it would take very few flights to spot all passers-by in a given area. On the first leg, the plane sights all ships near its path. Then, on the second leg, it spots all ships that were too far south to sight on leg one, but that have been traveling north since the flight began.

This principle was applied to the South Atlantic blockade problem. Only four patrols a day were required to stop the German traffic. Within three months after the new blockade started, four of five blockade runners were sunk and the fifth sighted, though it escaped.

Another World War II problem involved the use of radar. As you know, submarines use radar to detect potentially dangerous airplanes. However, there are devices—such as those we used in World War II—which pick up radar signals. Here, the problem was to determine if our submarines



RADAR RESEARCH was one of important roles by 'Operations Research.' Here, men await visual contact report of aircraft during radar interception.



MEMBERS of Operations Evaluation Group discuss problem with help of blackboard and slide-rules. Their answers may modify your work techniques.



DURING TESTS by Naval Research Laboratory, Navyman peers at scope of radar set as he 'peaks the echo.' OEG did research on use of equipment.

were gaining by using their radar to detect approaching Japanese planes or simply risking suicide by announcing their whereabouts to radar-receivers in Japanese planes.

Sub skippers were convinced the latter answer was correct. Submarines using radar found more planes in their vicinity than those that turned their radar off. Therefore, they reasoned, the radar was attracting the planes.

OEG tackled that one and came up with a different answer. They established that, allowing for the added distance at which submarines using radar could "see" airplanes, as compared with submarines using human eyes alone, there were actually no more planes near radar than near non-radar submarines; the former simply "saw" more planes because it could see better and further. Use your radar, they counselled.

The value of this advice was confirmed after the war when it was discovered that the Japanese actually had no radar receivers in the first place.

The men who make these recommendations are no ivy-tower thinkers. Most problems involve extensive research on the scene. The OEG representative who pulled the submarine-radar-receiver assignment, for example, didn't find the answer by sitting in Washington and reading reports from the field. He traveled as a "guest" on a war patrol and knew what it meant to sweat it out in a sub

while an enemy plane hovered overhead.

Numerically, OEG is a small unit. At present it consists of approximately 50 researchers; at no time have there been more than 75 members in the group. They are chosen for their general scientific training, and the group includes or has included physicists, mathematicians, chemists, biologists, geologists, actuaries, and even a chess champion within its membership. Dr. Jacinto Steinhardt, director of OEG, is a bio-

logical chemist, for example. All are civilians, but some have earlier seen military service. Under its Office of Naval Research contract, OEG is administered by the Massachusetts Institute of Technology.

Although all OEG men are scientists, they are the type who make good shipmates.

As might be expected, they are seasoned world travelers. Here's how it works: Although a nucleus is maintained in its Washington headquarters, every OEG man is at one time or another attached to the staff of a field or fleet commander or to one of various warfare desks in CNO's office. All requests for such assignments must come from the field or CNO; OEG does not initiate them. If a man on a field assignment finds a problem too big for him, he then asks for help from headquarters or requests that a specialist be assigned. No matter what the result, the final use of the answer is in the hands of the field commander—he's the one who decides whether the answer will help him or not. Each field assignment lasts between six months and a year.

"But that's high-level stuff," you say. "It means nothing to me."

You're wrong. It does. Most of OEG's work is intended to better your chance of survival and to assist you in destroying the enemy.

Assume, for example, that you're a radarman stationed somewhere in the Far East on the *uss Finooch*. You



OEG PERSONNEL feed facts and figures into machine. Results of their work will be felt, directly or indirectly, by Navy specialists in many fields.

haven't heard about it, but ComNavFE has long been concerned over the question of whether its radar as presently installed and operating, is giving the designed protection. He tells his worries to the OEG representative.

Ultimately, an OEG man drops around to your shack, shoots the breeze for a while, then presents you with a handful of data sheets and forms. He asks you to perform a radar routine which anyone in his right mind would know was silly; then vanishes. Puzzled, you do as he asks, and fill out the sheets. After a time, the sheets are collected. Nothing else happens. You never see or hear of him again.

Meanwhile, the "civilian" has performed much the same chore on other vessels of the Fleet. After all the data has been collected, it may be found that, by changing operating procedures here a little, there to a greater extent, an increased detection range may be achieved. After a time you receive orders to change your technique slightly. That's all.

The payoff comes when an enemy plane tries to crash through your guard. That extra little bit of efficiency may mean a lot, then.

Any discussion of evaluation in the Navy must of course include the Operational Development Force, which evaluates the Navy's new weapons and tactics—much as a consumers' research organization operates on household appliances and ways of using them. OEG and OpDevFor

work closely together in designing trials and studying the results; there are OEG men assigned to OpDevFor units at all times. OEG relies heavily in much of its work on the facts gathered by OpDevFor.

Today, OEG is working on problems somewhat different from those tackled during World War II.

If you're in aviation, for example, you might be interested to know that mathematics makes it possible to decide that the strategy of certain simple competitive games has proved effective in the more serious encounters between fighters and bombers. Game theory, OEG has learned, can help to select the best range at which to open fire on the bomber, the best rate and time of fire, and the best time to pick up your chips and cut for home before the bomber starts slugging back at you.

There are plenty of other examples, but most of them can't be told because of security reasons. Nevertheless, at the present moment, in Washington, in Korea, in Pearl Harbor and in the Mediterranean, OEG men are quietly observing, analyzing, evaluating. You may not be aware of them but their recommendations may have an influence on your future. If you should happen to meet one of them, don't assume that they're checking up on how you do your job; they're just trying to see if they can find a way to help you do it better.

The importance of their work has been described by Fleet Admiral Ernest J. King, USN, who, in his final



OPERATOR tunes WW II version of sonar. OEG observes work, recommends changes to improve tasks.

report on WW II to the President said:

"The late war, more than any other, has involved the interplay of new technical measures and opposing countermeasures. In this see-saw of techniques, the side which countered quickly, before the opponent had time to perfect the new tactics and weapons, had a decided advantage. Operations research made it possible to speed up our reaction rate in several critical cases."

Our reaction rate is still good.

KOREAN CONFLICT found Operations Evaluation Group on job, working to make Navy fighting forces more potent.





WHITE HATS get taste of life in Near East as they go for ride on camels, long called the 'ships of the desert.'

Duty in 'Ships of the Desert' Country

SOME of the most picturesque and unusual duty for the world-traveling Navy men is centered around the sun-scorched deserts of the ancient Middle East countries of Iran, Iraq, Kuwait, Qatar and Saudi Arabia.

Along the waterfronts of these strategic countries which border the northern end of the Persian Gulf, where million of barrels of "black gold" flow from the oil-rich land into the tanks of the Navy's oilers and other tankers, is the roving headquarters of the Navy's small but important Middle East force.

Bluejackets who draw duty with the Middle East Force are helping ensure the flow of oil to the Far East where it is needed to drive the Allied ships and war machines. They are also getting a chance to sightsee in one of the lesser known areas of the world.

Go ashore on the streets of these Persian Gulf towns and you'll see Arabs in flowing robes walking along beside persons in business suits and

oilmen in work-stained khaki. You'll hear accents of Zurich mingle with Arabic and now and then a Texas drawl. Barefoot Arabs, perfumed with sandalwood or attar of roses, pass with a soft Arabic greeting, "God bless your evening," their gold embroidered, hand-woven robes and snow-white headdress gleaming in the evening light.

If you're a camera enthusiast, you can snap a few shots of the donkeys and camels, once lords of the ancient roads, as they step warily through the local traffic along with American-made "cats," trucks and earth-moving machines.

In the harbor you'll see the ancient dhows rock in the wash of passing oil tankers. Legend has it that Noah's Ark was the dhow's prototype. Some of the leaky, overloaded dhows can cruise thousands of miles under conditions that would appall most seafarers. Usually a compass is the only navigation aid. Lights, pumps, charts, barometers, logs and chronometers are missing. Moslem crews trust the

navigational skill of their skipper and place their faith in the wisdom of Allah. Both on shore and aboard ship they pray five times a day. "If Allah is kind, the ship arrives," they always say.

If you're on liberty in Kuwait, you'll see and hear sounds of activity in the midst of one of history's greatest oil booms, but its waterfront sights, sounds and smells still suggest the days of Sinbad the Sailor.

The U.S. naval forces in the middle East are units afloat and ashore engaged in various ways looking after interests in the area. The senior naval commander in the region is the Commander, Middle East Force.

The Navy's forces afloat are headed by a ship serving primarily as flagship and secondarily as a seaplane tender. *USS Valcour* (AVP 55) is currently on duty in the Gulf. Two other AVPs which have served as ComMidEast-For flagship are *USS Duxbury Bay* (AVP 38) and *USS Greenwich Bay* (AVP 41), both now in the U.S.

Other U.S. naval units visit Per-

sian Gulf ports from time to time. Last year for example, *uss Maury* (AGS 16) completed a mission of hydrographic explorations in the Gulf. Two ATAs in the hydro group, *uss Stallion* (ATA 193) and *uss Allegheny* (ATA 179), added 11,221 miles of survey soundings in the Gulf to *Maury's* own record of 5417 miles.

An occasional DD, a group of DEs, and more often MSTs transports bring in supplies and relief of personnel for shore-based Navy men and their families.

When our naval tankers (AOs), MSTs ships and visiting naval vessels put in to Persian Gulf ports appropriate honors are rendered. For example, when "saluting ships"—usually the larger vessels with a flag officer embarked—enter Ras Tanura, it is the usual practice to display the Saudi Arabian flag at the main truck and render a national salute of 21 guns.

In addition to forces afloat, ComMidEastFor is also responsible for the Navy's variety of shore-based activities in the Middle East area. The small number of shore-duty billets for officers and a few enlisted men are with such activities as the Naval Control of Shipping offices, Inspector of Naval Material offices, and naval communications personnel.

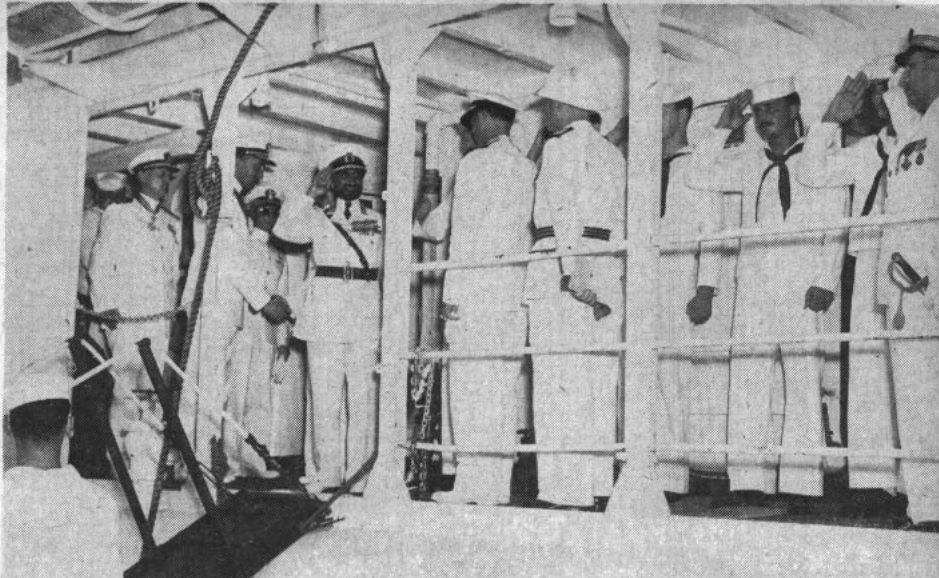
Flagship duties are varied and interesting. The flagship may entertain official state visitors like the Amir of Ras Mishab, a resident commissioner, or a group of oil officials who want to confer, say, about a channel survey at Ras Tanura.

The flagship of Commander Naval Forces Middle East, in addition to her job as SOPA, makes a number of goodwill calls to nearby countries.

Greenwich Bay, nicknamed the "Galloping Ghost of the Persian Gulf," while serving her flagship tour, was engaged in visits to countries including Saudi Arabia, Kuwait, Iraq, Iran, Pakistan, India, Ceylon and Ethiopia. Last October the ship gave a 21-gun salute to His Imperial Majesty Haile Selassie at Massawa, Eritrea, during the celebration of the federation of Eritrea into Ethiopia. Following a state dinner on board, the Empress and His Majesty's cabinet accompanied the Emperor on a cruise.

This part of the world is little known to the average Navyman.

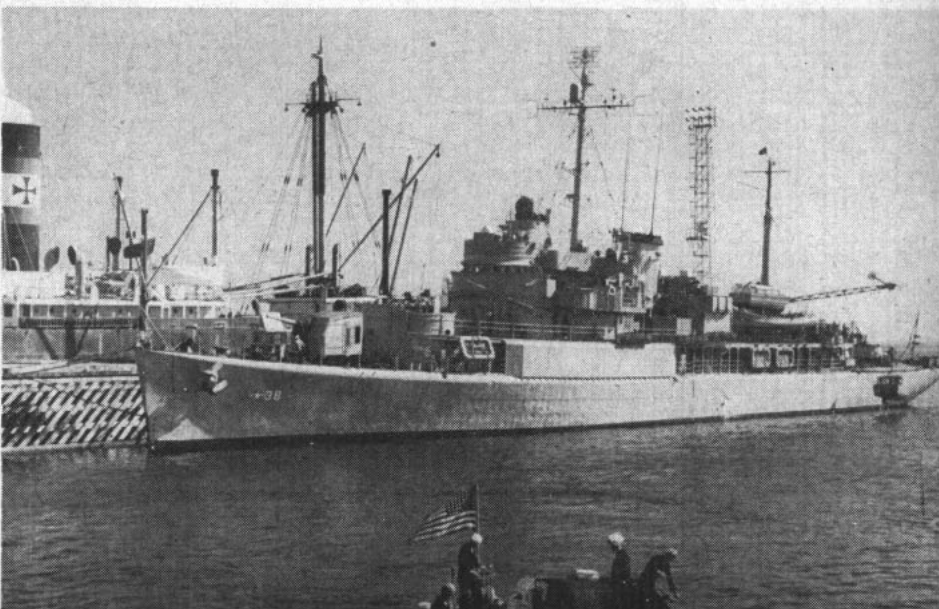
Do you know the size of the Middle East region? Well, the British



SIDE HONORS are rendered Ethiopian Emperor Haile Selassie I as he leaves *USS Dubury Bay* (AVP 38) after cruise from Eritrea to French Somaliland.



FRIENDLY ARABS say 'good-by' to sailors preparing to leave Kuwait. Below: *Duxbury Bay*, former flagship for ComMidEastFor, visits port in Near East.





SEAGOING COWBOYS, Leroy J. Mick, YN3, USN, and Jerry Barland, YN3, USN, donned their spurs and helped round up stray cattle on Tinian.

When It's Round-up Time on Tinian, Sailors Don Spurs

At morning muster at ComNav-Marianas, the word was passed that experienced cowpokes were needed immediately.

It was a strange request but nevertheless two volunteers stepped forward—Leroy J. Mick, YN3, USN and Jerry Barland, YN3, USN. Both men had worked as ranch hands before donning Navy blues.

It all started when a distress signal was received on Guam saying that a herd of cattle was on the loose in the Tinian boondocks and that help was needed pronto. It seems that at the time of the stampede the foreman from the Tinian ranch was temporarily hospitalized on Guam and there was no one on hand to round-up the strays.

Before taking off for Tinian the two men were outfitted with boots,

spurs and red neckerchiefs from non-regulation sources. Thanks to the expert tailoring of the sailmakers in the Naval Base sail locker they even had chaps to complete their outfits.

The Tinian boondocks are very hilly and covered with grass, brush and vines that sometimes reach an entangled height of 15 feet. But after two days of range riding over the rugged terrain, Mick and Barland managed to bring all the four-legged AWOLs back to their station.

The wandering cattle finally back, the two cowpokes departed Tinian range life and flew back to their more routine Navy duties at Guam. Both agree that this was the roughest riding they'd ever done.

—LT Tom Powers, USN.



'GIT ALONG LI'L DOGIE' would appear to be the appropriate tune as the sailors from Guam herd the wandering cattle back to 'home port.'

Isles, France, Italy and Spain could fit inside of Iran alone, with room to spare. Beneath the soil of Iran lies nearly one-eighth of the world's petroleum resources. Saudi Arabia is almost the same size as Iran, and another great oil-bearing nation.

From the giant storage tanks at the refineries on Bahrein Island you will see the lifeblood of the machine age being pumped into Navy tankers and merchant ships of different flags. The oil "onloaded" here and at other Persian Gulf oil ports makes up 90 per cent of the petroleum products used by United Nations forces in the Far East.

The sailing distance from Bahrein to Yokohama, Japan, is a little more than 6500 nautical miles as compared with the great circle route of 8500 miles from the Gulf of Mexico and Caribbean ports via the Panama Canal. Some 2,000,000 barrels of oil is shipped every month from the Middle East to the U.N. forces.

For naval personnel living ashore, here is one example of what you might expect. Navymen assigned to duty with the Inspector of Naval Materials live in Awali, an oil company town located in the middle of Bahrein Island, 17 miles south of Manama, the capital and main city. The population is made up primarily of Arabs with a sprinkling of nationals from Iran, India, Iraq, Baluchistan, African Somaliland and the Sudan, and about 400 Europeans.

Suitable housing for families of Navymen is critical in all Middle East countries. Houses occupied by Navymen and their families rent from \$165 to \$200, furnished. Unfurnished houses are rarely available. In addition to rents, tenants pay a state occupancy tax of approximately \$10 per month. Electricity costs \$25 to \$50 per month and water from \$8 to \$12 per month.

Enlisted men are required to have a full seabag plus civilian clothing. Uniform of the day from May through September is undress whites, Able, with neckerchief, or tropical khaki for chiefs and officers. October through April, it's dress blue, Baker.

With its oldtime customs, habits and native dress the Middle East countries offer the Navyman a fascinating experience and a chance to learn something about the history and folkways of this ancient region and centuries-old race of people.—Harvey H. Mitchell, JO1, USN.

On Lookout Duty, the Eyes Still Have It

EVERY once in a while you hear a new man say "What's the use of standing this lookout watch anyway?"

It's a natural question, what with radar, loran, and other electronic devices. But the experienced seagoing Navyman knows that a good lookout watch is still vitally necessary—there's no electronic device that can take the place of the human mind and eyes.

That's true. A good lookout can be literally worth his weight in gold. If you are a topside watch stander, chances are you'll also be put on as a lookout. The post will vary—perhaps it will be "Sky One" for aircraft lookout, or up in the bow during fog.

Or if you are lee helmsman you will probably have lookout duty during your off-trick. Maybe you are part of a gun crew, or stationed topside during special sea details. Perhaps you have been stationed in the crow's nest, or in the fantail area for stern watch or man overboard lookout. You will also stand lookout duty regularly if you're a QM striker.

Wherever you are, however, your lookout watch is important.

Being a lookout is not easy. It calls for alertness, intelligence—and above all—cool action under pressure. You have to be alert to any change in status aboard your ship, other ships or surrounding objects.

Here are a few tricks of the lookout trade that veteran POs feel are worth passing on:

- When you are on watch during fog, at night, or during periods of low visibility, set the focus indicator on your binoculars at one point—minus your regular daytime setting.

- Scan your sector from side to side instead of staring fixedly ahead. Staring is a sure way to tire your eyes. Also, as your corpsman will tell you, you can actually see better at night by *not* looking directly at an object.

- Shift your weight occasionally from one foot to the other. This will lessen fatigue. A tired man is not alert.

- Dress properly for the weather. If you're too hot or too cold it will interfere with keeping a good lookout.

- If you're sick, don't hesitate to ask the boatswain's mate of the watch to get you a relief. If you try



LOOKOUT raises binoculars to scan skies. A good Lookout is alert and calm, uses common sense at all times.

to pull an "iron-man" stunt under such conditions your shipmates may suffer from it.

- If a bearing indicator is not painted on your lookout tub or bulwark or if there is no compass repeater nearby, make yourself an indicator to show degrees, or learn the trick of dividing your sector with outstretched arms so that you can give an accurate bearing every time. Ask the Chief Quartermaster to give you the angles and bearings on objects after you have estimated them. After a while you will get to be as

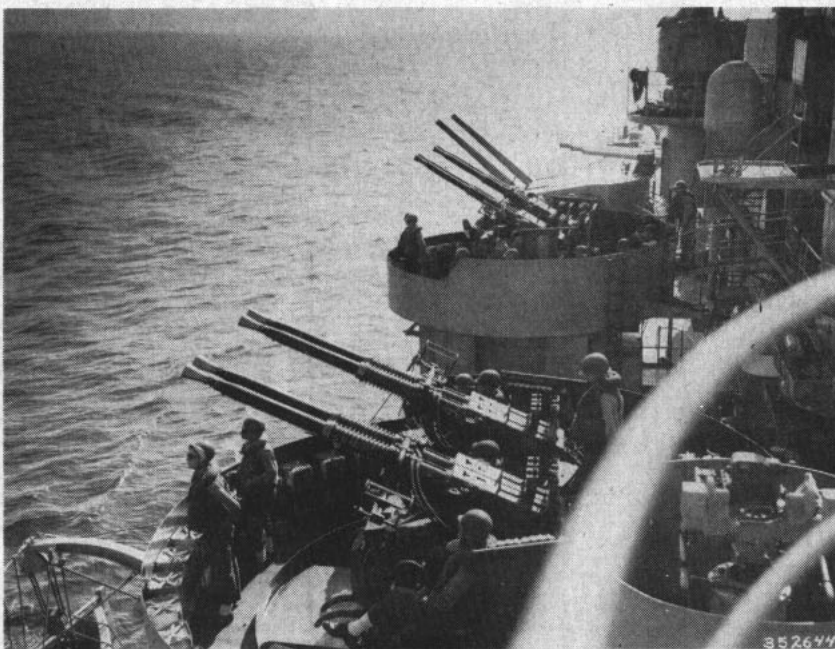
good as some of the QMCs who can set a sextant on an angle, put it to their eye, and have the desired star right in the glass.

- Use the sun-shade that snaps on to your binoculars if you have to look directly into glaring water or light.

- Keep your binocular lenses clean. This can easily be done with lens paper. If the glass is not clean it will affect your seeing ability and also cause eye-strain.

In an emergency the safety of ship and crew may depend upon your getting the word to the bridge—you must get it there fast and give details as to bearing, angle, size, speed, and so on, whether it be an enemy plane, discolored water, a lighthouse or a man overboard.

Even a hundred brand-new radars couldn't take the place of one good lookout. Why? *You can think*—that's the difference. You can answer a question—a radar can't. Also in some cases your eyes see more quickly than radar. Lookouts have been known to spot planes, especially wave-hopping ones, and low-lying land, before a radar will. Radar can pick something up; you can confirm it. Further, you may be able to add that extra bit of information that turns out to be vital to your ship and your shipmates.



POLAROID glasses are standard equipment for lookouts on a bright day. Here, members of gun crew keep eyes peeled during operations off Korean coast.

Sailors Run Up

Navy took the most number of first places, with eight winners, in the second annual Interservice Track and Field Meet at Fort Jackson, S.C., but Army won the team championship with a total of 88 points. Navy scored 59½ points to finish second, followed by the Marines with 37 and Air Force last with 35½ points.

In the 20-event, two-day meet, Army won seven first places, Air Force three and Marines two, with Navy taking the remaining eight. In the other two Interservice championships held this year, Navy won the basketball title, was third in boxing.

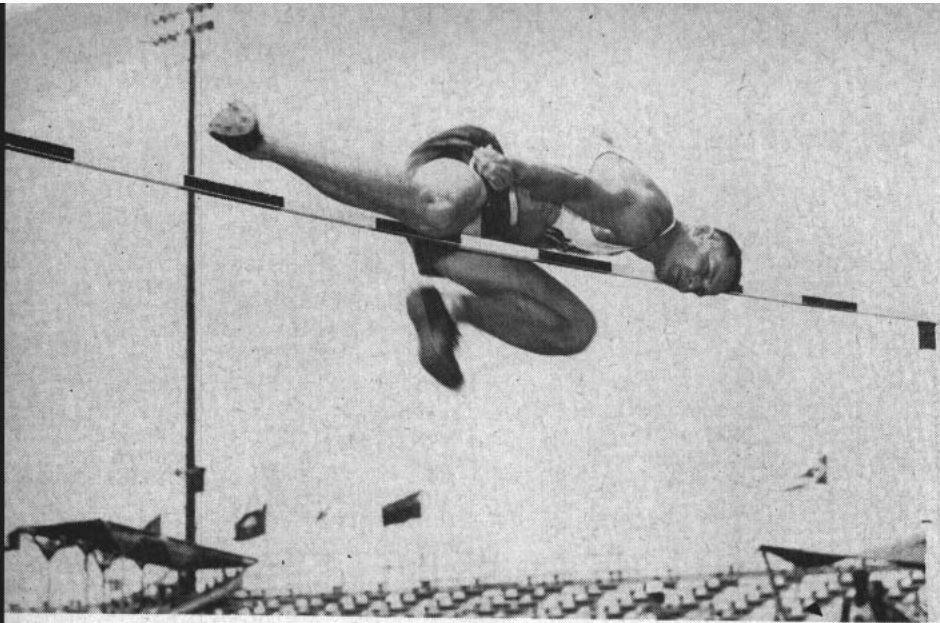
Four new records were set in the Interservice Meet with Navy thin-clads chalking up two of them.

Navy's Sam Felton, Jr., of NTC Bainbridge, Md., set a new record for the 16-pound hammer throw. As expected, Slingin' Sam led the field as he broke the old record of 146 ft. 5 in. with a toss of 180 ft. 7 in.

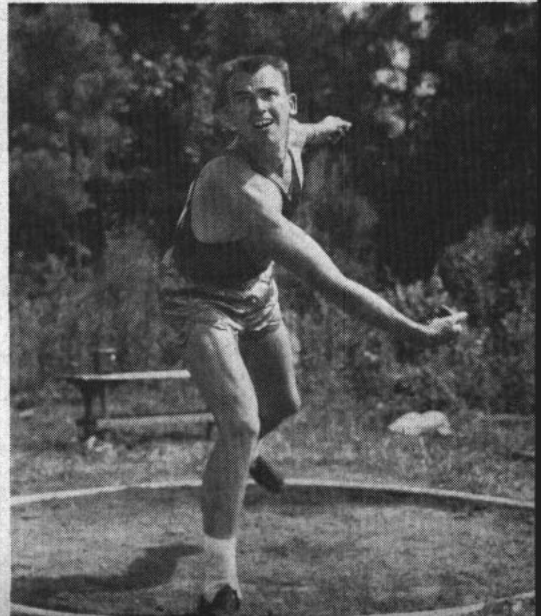
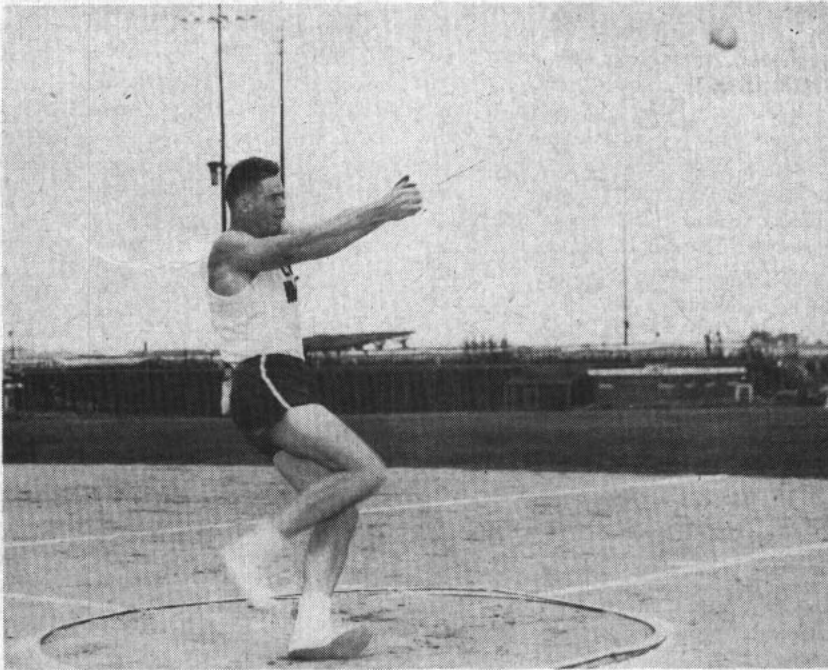
The other record to fall via Navy efforts was the running high jump. Ken Wiesner, of NTC Great Lakes, holder of the World's Indoor high jumping record and defending Interservice high jumping champion, broke his own record.

But Wiesner wasn't alone in making his record breaking leap. Tommy Whetstone, of NTC San Diego, Calif., kept up with the leaping Navy dentist, to tie for top honors.

SAILOR Ron Drummond displays winning form as he tosses discus more than 150 feet (lower left). Navy's Fred Lucas wins 440-yard Interservice relay race.



NAVY'S Ken Wiesner clears the bar in high jump. Below: Sam Felton catapults 16-pound hammer 180.7 feet to establish new Interservice record.



Eight Firsts at Interservice Track Meet

Little (5 ft. 10 in.) Tommy, who had placed second to Wiesner a week earlier in the All-Navy Track and Field Meet, leaped more than eight inches over his own height as he, too, cleared the crossbar at the record-setting height.

The other two records broken during the 1953 Interservice Meet were the pole vault and broad jump. George Mattos, USAF, vaulted over the 14 foot mark, bettering the old record by six inches. Army's George Brown leaped 25 ft. 2½ in. in the broad jump to break the old record of 24 ft. 6½ in.

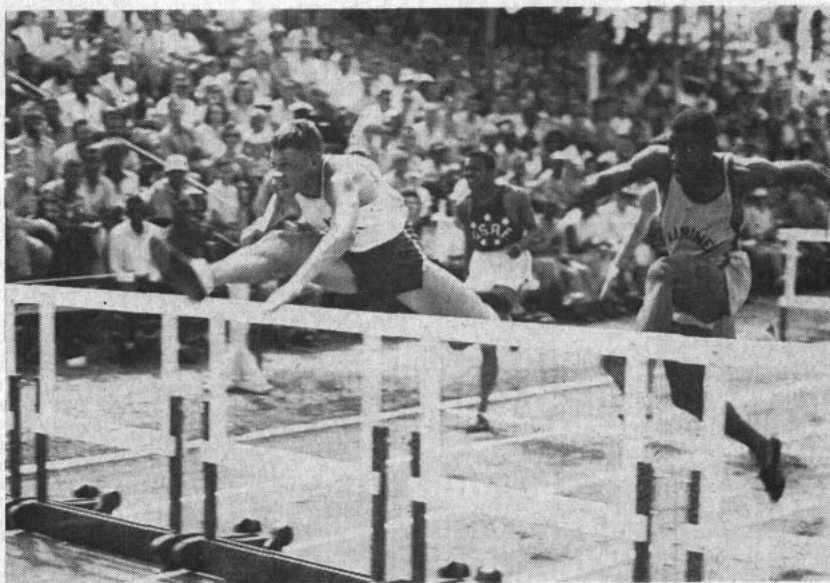
Warren Druetzler, Army, won first place in three events and was voted the meet's "Outstanding Athlete."

Navyman Art Barnard, stationed at NAS Los Alamitos, was the big man for the sea service at the Interservice trackfest. The Olympic hurdler won the 220-yard high hurdles title with a 23.9 seconds time and finished first in the 120 high hurdles with a time of 14.2 seconds.

In the Interservice 120 high hurdles two-time winner Barnard was followed by James Jackson, Marines, while Barnard's teammate, Claude Diggs, placed third.

In the 220 low hurdles, Art Barnard came in first again. Second place in this event went to leatherneck James Jackson while Charles Holloway, Army, finished third. Navy's Claude Diggs finished fourth.

In the 100-yard dash, Army's Jim Colliday edged Bob Boyd of Navy for first place with a time of 9.7



SKIMMING over last hurdle in near-perfect form, Navyman Art Barnard wins 120-yard high hurdles. The Olympic hurdler also won 220-yard high hurdles.

seconds. Jim Ford, USAF, was third.

Navy failed to place in the 220-yard dash, won by Jim Ford of the Air Force. Alex Littman, Army, placed second while Jim Gathers, USAF, was third in this event.

Leatherneck Frank Rivera copped first place in the 440-yard dash in 47.8 seconds, followed closely by Henry Cryer and Ollie Matson, both of Army.

Fred Faucette, USAF, edged out Harry Bright of Army to win the 440-yard low hurdles in 53.9 seconds. Finishing third in this event was Army's William Schimmel.

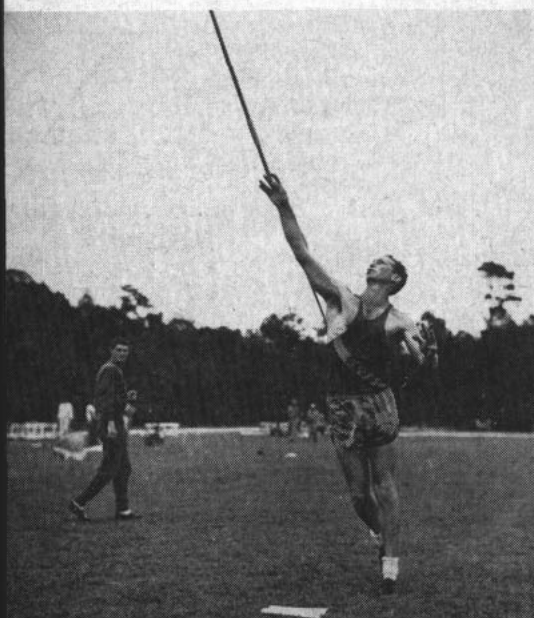
Navy beat out Army by a stride

in the 440-yard relay with a winning time of 41.7 seconds. Bluejackets Bob Boyd, Gary Gerlach, Jim Kelly and Fred Lucas, all of NTC San Diego, made up Navy's winning relay team. Air Force was third.

In the middle-distance run of 880 yards, Henry Cryer, Army, won first place with a time of 1 minute 52.8 seconds. Marine Jerome Walters was second, Harry Bright, Army, third.

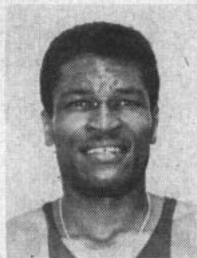
The 1-mile relay race went to Army, in 3 minutes 10.4 seconds, with Air Force second and Navy third. Members of Navy's team were Bob Mahon, Jack Bighead, Leonard Noles and Albert Moore.

ALL-NAVY javelin throw is won by Lynn Greene, (lower left). Jim Gerhardt wins All-Navy hop, step and jump.





Barnard



Boyd



Brown



Drummond



Mahon



Ormrod

Triple-threat Warren Druetzler of Army ran the 1-mile race in the fast time of 4 minutes 19 seconds to win first place over Randolph Philpotts, Marines, and Frank Kilgore, USAF, placed third while Marine Daniel Winier was fourth.

In the grueling 2-mile steeplechase, USA's Warren Druetzler won his second victory of the meet, running that event in 10 minutes 32 seconds. He was followed by James Brown of Navy and John Warner, Marines.

Army's Druetzler continued to dominate the long-distance running as he won the 3-mile run in 14 minutes 14.6 seconds. Phil Coleman, Army, was second and Marine John Warner was third.

Navy's Jim Gerhart, an ensign from the Naval Supply Corps School, Bayonne, N. J., won the hop, step and jump with a distance of 48 feet 1 inch. Marine Moses Hunter was second and Robert Cook, Army, third.

Leonard Kehl, sailor from NATTC Jacksonville, Fla., and leatherneck Bob Smith tied for second place in the pole vault behind George Mattos, USAF, who vaulted over the crossbar at the 14-foot mark. There was also a tie for fourth place between Frank Womer of the Marines and George Appel, USAF.

The running broad jump was won by soldier George Brown with a leap of 25 feet 2½ inches. Ronald Suble placed second and Bob Cook took third. Both are from Army.

Ken Wiesner and Tom Whetstine, both of Navy, tied for first place in the running high jump, with a

record-breaking jump of 6 feet 6½ inches. Third place in the high jump went to James Cook, Army.

Navy athletes won first place in the field events of discus throw, hammer throw and shot put. Ronald Drummond of NTC San Diego, tossed the platter 153 feet 6½ inches to win first place followed by soldiers James Cook and Earl Putnam, who finished second and third.

Sam Felton, Navy lieutenant from NTC Bainbridge, Md., smashed the record for the 16-pound hammer throw with a tremendous effort of 180 feet 7 inches. Clifford Blair of Army was second while Duane Taylor, USAF, was third.

In the 16-pound shot put, NTC San Diego's Jim Hollingsworth won the top spot with a distance of 51 feet 3-11/16 inches. Two Army men, Clifford Livingston and James Cook, finished two and three behind Navy.

Leatherneck Bill Miller successfully defended his Interservice javelin-throwing title, sending the spear 228 feet 2½ inches. Army's Larry Goins was second and Bobby Hall, USAF, was third.

Winners of All-Navy Meet

In the All-Navy Track and Field Meet, the track and field events established all new records because this was the first All-Navy meet to be held. The All-Navy meet was held concurrently with the All-Marine Meet at Camp Lejeune, N.C., but Navy and Marine athletes didn't compete against one another.

The Naval Training Center, San Diego, Calif., carried off 11 out of

18 championships to dominate the first annual All-Navy Track and Field Meet. The Naval Station, Annapolis, Md., won four first places while NATTC Jacksonville, Fla., NTC Great Lakes, Ill., and Naval Supply Corps School, Bayonne, N.J., each won a single event.

Bob Boyd, of NTC San Diego and Art Barnard, of NAS Los Alamitos but running for the NTC San Diego squad, posted two of the best marks in the All-Navy meet. Boyd, former Los Angeles Ram defensive end, clocked off the 100-yard dash in 9.5 seconds while Barnard was leaping the 120 high hurdles in 14.1 seconds.

Five spikesters each won two events in the All-Navy. Boyd, besides winning the 100-yard dash, won the 220-yard dash. George Mahon, of NTC San Diego, won the 220- and 440-yard hurdles and teammate Ronald Drummond placed first in the 16-pound hammer throw and discus. Jim Brown won the 3-mile run and 2-mile steeplechase while Gus Ormrod was number one in the 880-yard run and 1-mile run. Both are from Naval Station Annapolis.

Here are the summaries of the All-Navy Track and Field Meet. 100-yard dash—Bob Boyd, NTC San Diego; Fred Lucas, NTC San Diego; Jim Kelly, NTC San Diego. Time 9.5 sec.

120-yard high hurdles—Art Barnard, NTC San Diego; Bob Mahon, NTC San Diego; Claude Diggs, NTC San Diego. Time 14.1 sec.

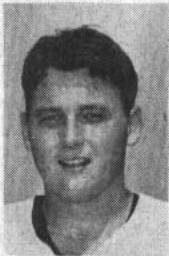
220-yard dash—Bob Boyd, NTC San Diego; Fred Lucas, NTC San Diego;



Gerhart



Greene



Hollingsworth



Kehl



Leavell



Noles



Wiesner

Leonard Noles, NTC San Diego.
Time 21.8 sec.

220-yard low hurdles—Bob Mahon, NTC San Diego; Claude Diggs, NTC San Diego; Dave Sommers, NTC San Diego. Time 23.9 sec.

440-yard hurdles—Bob Mahon, NTC San Diego; Jack Bighead, NTC San Diego; Claude Diggs, NTC San Diego. Time 57.7 sec.

440-yard run—Leonard Noles, NTC San Diego; Albert Moore, NTC San Diego; Kenneth Stewart, NATTC Jacksonville. Time 49.6 sec.

880-yard run—Gus Ormrod, Naval Station Annapolis; Albert Moore, NTC San Diego; Jerard Hargis, NATTC Jacksonville. Time 2 min. 4 sec.

1-mile run—Gus Ormrod, Naval Station Annapolis; James Brown, Naval Station Annapolis; Ray Manion, NTC San Diego. Time 4 min. 27 sec.

2-mile steeplechase—James Brown, Naval Station Annapolis; Joe Tyler, NTC San Diego; Ray Manion, NTC San Diego. Time 10 min. 57.4 sec.

3-mile run—James Brown, Naval Station Annapolis; Joe Tyler, NTC San Diego; Tony Diamond, NAS Niagara Falls, N. Y. Time 15 min. 27.3 sec.

Running broad jump—George Leavell, NTC San Diego; Bob Manion, NTC San Diego; James Gerhart, NSCS, Bayonne, N. J. Distance 23 ft. 7½ in.

Pole Vault—Leonard Kehl, NATTC Jacksonville and Dave Sommers, NTC San Diego, tied for first; Jack Parkinson, NATTC Jacksonville. Height 13 ft. 4 in.

Running High Jump—Ken Wiesner, NTC Great Lakes; Tom Whetstone, NTC San Diego; Lavern Smith, NTC San Diego. Height 6 ft. 6½ in.

16-pound shot put — Jim Hollingsworth, NTC San Diego; Stan Black, NAS Pensacola; Ronald Drummond, NTC San Diego. Distance 51 ft. 1 in.

Javelin—Lynn Greene, NTC San Diego; D. C. Mills, NTC San Diego; Joe Waltner, NAS Pensacola. Distance 210 ft. 7 in.

Hop, Step, Jump—James Gerhart, NSCS Bayonne, N. J.; Phil Anderson, NAS Quonset Point, R. I.; Distance 47 ft. 6 in.

16-pound hammer—Ronald Drummond, NTC San Diego; Lynn Greene, NTC San Diego; Stan Black, NAS Pensacola. Distance 108 ft. 5¼ in.

Discus—Ronald Drummond, NTC San Diego; John Skocko, NTC San Diego; Jim Hollingsworth, NTC San Diego. Distance 153 ft. 4½ in.

SIDELINE STRATEGY

SAM FELTON, JR., of the Naval Training Center, Bainbridge, Md., won the 16-pound hammer throw in the second annual Inter-Service Track and Field Meet with a toss that will be extremely hard to beat. The 6-ft. 2-in., 190-pound Navy lieutenant tossed the hammer 180-ft. 7-in., breaking the old record by 24-ft. 2-in.

But winning championships in the hammer throw is old stuff to the former Dartmouth college athlete. From 1948 to 1951, Felton won the NCAA championship each year in the 16-pound hammer throw. Other laurels include the 1948 IC4A 16-pound hammer throw and the 1949 NCAA (Indoor) 35-pound hammer throw titles.

In the 1950 NCAA Meet, Slingin' Sam set a new record for the 16-pound hammer with a throw of 187-ft. 3¾-in. At the Penn Relays in April this year, he set a new record for that meet with a toss of 183-ft. 2¾-in.

Commissioned an ensign in the Naval Reserve in 1948, Felton was called to active duty in January 1952, and is presently stationed at the Administrative Command Personnel Office at Bainbridge NTC.

★ ★ ★

If a team championship had been at stake at the All-Navy Track and Field Meet held at Camp LeJeune, N. C., NTC San Diego would have walked away with the trophy. On a 5-4-3 point basis, NTC San Diego would have run up more than 140 points.

In no less than six events, the thinclads from the West Coast training center placed 1-2-3. San Diego's only dual-meet losses this year have been to the University of Southern California and Fresno State College, both by close scores.

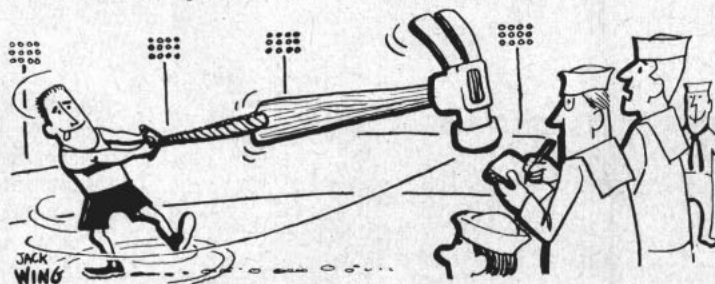
Victories have been scored over University of Arizona, Arizona State, San Diego State, San Jose State as well as Camp Pendleton, which dominated this year's All-Marine Track and Field Meet.

★ ★ ★

With the All-Navy and Inter-Service baseball championships on tap for next month, interest is focused on Quantico and SubPac, former All-Navy champions. Quantico is now playing for the All-Marine title. SubPac is the defending All-Navy champion, having last won the title in 1949. The series was discontinued until this year.

It is reported that SubPac has a better team this year than the 1949 edition. Last season, the submariners won the 14th Naval District championship and finished second in the Hawaiian Interservice Baseball League, three games behind the winning Fort Shafter nine.

This year's pitching staff includes veterans Ed Collier, Leo Gribkoff, Roy Mehan and reliefer Tom Cockrell. At the time of this writing, the Raiders had an 11-game lead over all other Navy teams in the Hawaiian League, with more than one third of the season completed.—Rudy C. Garcia, JO1, USN.



SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

DISTANCE AND ENDURANCE RECORDS for jet aircraft have been broken by an Air Force B-47 Stratojet bomber. The Air Force disclosed that the non-stop flight was made last year by a test crew from Edwards Air Force Base.

Refueled three times by tanker aircraft, the six-jet, 185,000-lb. B-47 covered 12,000 miles in 24 hours. To simulate a long-range strategic mission, a dummy 10,000-lb. bomb was dropped half-way en route. The record flight was made over the Southern and Western parts of the U.S.

Other records held by the B-47 include the first jet flight over the North Pole, made more than a year ago, and a new, unofficial, transcontinental speed record of three hours, 26 minutes made on a flight in 1948, from Moses Lake, Wash., to Andrews AFB, Md., at an average speed of 607 mph.

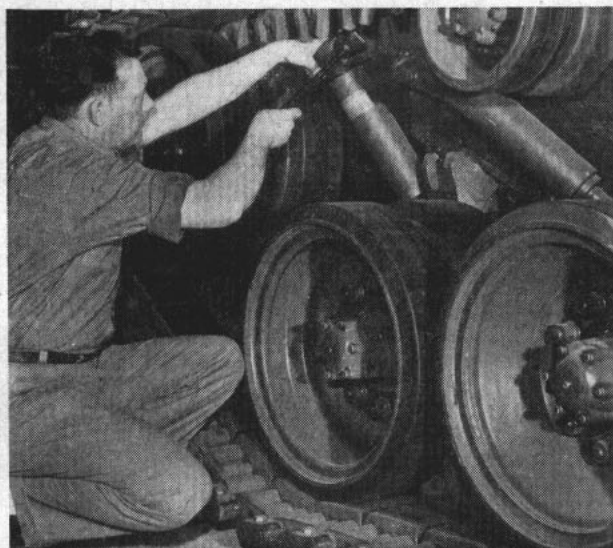
★ ★ ★

A SHOCK-ABSORBER that is stronger and has a longer life has been adopted for the Army's Patton 48 tank. In addition to providing an improved ride for tank personnel, the "snubber," adapted from railroad equipment is expected to add about 1600 miles to tank operation before a maintenance check is required.

The snubber resembles the familiar tubular shock absorber used on most automobiles, but is different in principle of operation and is, of course, much larger.

The tank snubber uses the friction of a brake-lining, pressing against the inside surfaces of its steel tube to provide a constant snubbing action. The snubber eliminates the use of hydraulic shock absorbers which possess varying rates of snubbing action.

In a tank a stable firing platform is important. The new shock absorber reduces the pitch of the tank under gun-firing recoil to a greater extent than the hydraulic type. This insures greater accuracy and requires less re-aiming.



TECHNICIAN drives home pin connecting sturdy 'snubber' shock absorber to Army's Patton 48 tank.

DETAILS OF A "ROBOT SYSTEM" used to control the Air Force's QF-80 pilotless drone, which was used in the A-bomb tests at the Nevada Proving Grounds, have been released. The drone, a robot version of the F-80 jet fighter, was being used to collect radiological data from the atomic cloud.

"Nolo" (no live operator) flight is remotely directed by beep-box control signals from two ground stations operated by specially trained "beep-box pilots" or, from a nearby jet "director" aircraft.

Here is a typical QF-80 flight:

The pilotless jet is lined up on the runway and a beep pilot standing nearby pushes a button which starts the automatic take-off sequence. Throttle increase is "beeped-in" by triggering a switch with short pulses. Another button releases the brakes and, as the drone gathers speed, the ground pilot beeps in left or right signals to hold the jet to the center of the runway.

Once the craft is airborne, controls may be passed at any time to another beep pilot with similar controls in a DT-33 director plane aloft. Accurate control can be maintained up to full capacity of the aircraft, through take-offs and climbs, level flight, flat turns and bank turns, the Air Force says.

★ ★ ★

A LIGHTWEIGHT WIRE SPLICER, designed to mend broken communications field wire in a hurry and insure a perfect connection every time, has been developed by the Signal Corps Engineering Laboratories at Fort Monmouth, N. J.

Vital minutes on the battlefield are expected to be saved when the new tool is put into use to mend telegraph and telephone lines cut or broken, say by shell-fire, vehicles or enemy sabotage. The length of time a repairman will be exposed to enemy fire should also be greatly reduced.

The new tool looks like a long pair of pliers. Instead of the conventional jaws at the end, however, there is a small case containing 10 repair cartridges.

Here's how it works: The repairman places the broken end of the wires into a specially designed wire cutter and stripper attached to the handle. He squeezes the handle and a built-in guide assures him that the right amount of wire is cut. Next he feeds the bare wires into each end of the cartridge connector. One more squeeze and the job is finished.

To make a field splice under the old method, a thoroughly trained repairman, under perfect conditions, took from three to four minutes. With the new tool, the same job can be done in less than 30 seconds, the Signal Corps says.

★ ★ ★

A "STRATOSPHERE CHAMBER," that produces atmospheric conditions similar to those found in the upper atmosphere, is now in operation by the Army at Fort Monmouth, N. J. It is used to study the effect the upper atmosphere has on electronic equipment.

Nicknamed the "Tea Kettle," the chamber was built to help find the answers to unsolved meteorological problems. The boiler-like contraption can decrease atmospheric pressure until it is 1000 times more rare than that found at the earth's surface.

STANDARDIZATION BY ARMY ORDNANCE—As a result of the Army's standardization program begun after World War II, 11 different vehicles are now using the same engine. Compare this to the 6 to 10 different tank engines that were once used to power one type of tank. World War II engines had over 5000 parts, none of which were interchangeable. In the new engines, all "high-mortality" parts are interchangeable.

Standardization has thus paved the way for a more efficient supply and repair system. It is not longer necessary to buy so many types of spares. This results in reduced costs of warehousing and transportation, fewer training schools, a reduced instruction period for mechanics, and the release of some soldiers formerly stationed in rear depots.

Army Ordnance has succeeded in reducing its catalog of automotive spare parts from 450,000 to 125,000. This catalog is now being further reduced by the adoption of the engines with the interchangeable parts.

Still other savings are being realized by simplification of tactical vehicle specifications. The 28 basic vehicles used during World War II have been reduced to seven.

★ ★ ★
A SHATTER-RESISTANT CANOPY to protect jet fighter pilots has been developed for the Air Force and is now ready for flight tests. The experimental canopy is said to remain shatter-resistant even when struck by flak or direct gunfire.

Using nylon loop-edge construction, the new canopy is comparable to tongue-and-groove flooring in the home, except that the groove—a protruding aluminum channel which forms the base of the canopy—grips the nylon loop so tightly that it will not come loose under the most rigorous operating conditions. A rubber seal fits over the joint between plastic and metal to insure pressure tightness.

Among the advantages of the new hoods, the Air Force lists: Added safety for pilots and radarmen in battle; expansion and contraction of different materials (plexiglass reacts to heat four times as fast as the metal surrounding it); rotation of the canopy in actual operation as the plane's pressurization comes into effect and as the jet maneuvers; and flexibility without loss of strength.

★ ★ ★
BOMBARDMENT AND NAVIGATION TRAINING without actual flight of the student is the function of a new Air Force device, the AN/APQ-TI radar trainer.

Through use of the new, ultrasonic trainer, future air crews can become familiar with flight problems anywhere in the world and yet still keep their feet on the ground in this country.

Using intricate computers and the same instruments found in actual aircraft, the trainer presents to air crew personnel the identical situations that would be met in actual flight. In addition, it records pilot competence in meeting these situations. To make a problem more realistic, the trainer can introduce friendly beacon signals and even enemy radar jamming signals.

Designed primarily for the advanced training of aircraft observers who already have 10 years of experience either as bombardiers, navigators or radar specialists, the new unit will enable one man to become proficient in all three duties, the Air Force states.



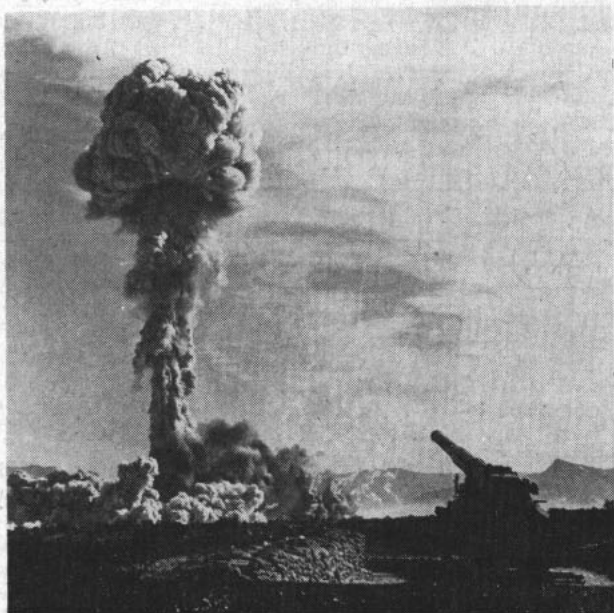
LIGHTWEIGHT, all-metal, single-wing jet trainer, designed for Air Force, has two turbo-jet engines.

A FAST-MOVING CARGO TRACTOR can move the Army's new 75mm *Skysweeper* antiaircraft weapon at a top speed of 40 mph. (The new artillery machine gun is designed for use against low-flying, high-speed aircraft.)

The 22-ton tractor can tow the *Skysweeper* across swamps and small trenches and climb up to 60 per cent grades.

Also used to haul other artillery—for example the 90mm antiaircraft gun, the 155mm gun, or the eight-inch howitzer—the cargo tractor can carry the weapon's ammunition, supplies, equipment and crew.

Doubling as a bulldozer, the tractor can mount a scraper blade and level ground for setting up the *Sky*-tractor carries wrecker and stake-body kits. The latter converts the tractor for general-purpose hauling.



'ATOMIC ANNIE'—Army's 280mm weapon fires atomic artillery shell in test held at Frenchman's Flat, Nevada.

LETTERS TO THE EDITOR

Duty on MSBs

SIR: What is the proper method in submitting a request for duty on one of the mine sweeping boats presently being built at Annapolis, Md? At the present time, I am stationed aboard a destroyer based at Newport, R. I.—W. S., BM3, USN.

• Crews for new construction mine sweeping boats being built on the East Coast, including Annapolis, Md., are being assembled within the Atlantic Fleet. Therefore, you should submit an official request for transfer to this duty to Commander Service Force, U. S. Atlantic Fleet, via your commanding officer, division commander and type commander. The rules governing requests by EMs for change of duty are contained in BuPers Manual Art. C-5203.

The Navy's policy for selecting men for all new construction is based on the following factors: (a) personnel should be in the fleet corresponding to the coast on which the vessels are being built; (b) an applicant must have a minimum of six months' obligated service remaining after the commissioning date; (c) he must have a minimum of 12 months on current tour of sea duty; and (d) there must be a requirement for his rate.—ED.

NSLI Endowment Policy

SIR: I have a 20-year endowment GI insurance policy. I have elected to receive installment payments, after the endowment period is up. What would happen if I die before I receive all payments and I fail to name a beneficiary?—Q. J. M., BM1, USN.

• In such a case, the unpaid installments would be paid in a lump sum to your estate.—ED.

A Curve That Will Interest You

SIR: Could you tell me whether the "curve" system or the "percentage" system is used in grading service-wide examinations?—N. J. L., YN3, USN.

• The grades of the service-wide competitive examinations for advancement in rating are based on a curve. That means the scale upon which the standard scores or grades of these examinations are reported ranges from 15 to 80. The average for all tests is considered to be 50, the mark which can be expected to be achieved or exceeded by approximately one half of all candidates. A grade of 80 is usually achieved by about one candidate in a thousand.—ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel Navy Dept., Washington 25, D. C.

Auto License and Registration

SIR: Is it true that a serviceman has to register and license his automobile in every state he is transferred to? I thought that the Soldier's and Sailor's Civil Relief Act relieved the servicemen of this burden and inconvenience as long as he registered his car in his permanent home state and conformed to that state's laws.—C. M. E., HMC, USN.

• You're right. Article V, paragraph 574 of the Act, does provide that for the purpose of "personal property taxation," which includes automobiles, a Navyman shall not lose his residence of his home state of record solely by being absent from that state in complying with orders. Therefore, if a Navyman has registered his automobile in his home state and has met all requirements of that state, he does not have to register or pay any fees for any state to which he might be ordered by the Navy.—ED.

Time in Grade for WOs

SIR: BuPers Inst. 1412.6 of 28 Oct 1952 states that warrant officers are eligible for promotion to pay grade W-2 upon completion of three years' service in warrant grade. It also states that commissioned warrant officers are eligible for promotion to W-3 six years from date of eligibility for promotion to CWO. As previously required, I had served six years as W-1 before becoming eligible for W-2. According to the new instruction I would have had to serve only three years as W-1 before becoming eligible for W-2—as I see it.

Can I count the additional three years I served as W-1 toward the six years required for W-3? (I was appointed W-1 on 15 May 1945 and W-2 on 15 May 1951.) In other words, would I be eligible for W-3 on 15 May 1954?—W. F. A., CHPCLK, USN.

• No, those three years as W-1 cannot be counted toward W-3. With your W-2 date of 15 May 1951 you will be required to serve until 15 May 1957 (or a minimum of six years) as a W-2 before you will become eligible for consideration for assignment to pay grade W-3.—ED.

Shore Duty for SH Ratings

SIR: (1) Why is the SDEL list for men in the SH rating so high and continually increasing? (2) Why does the Navy employ civilians at Navy exchanges when men in the SH rating could be used, thereby cutting down on the cost to Navymen ashore for barber, laundering and tailoring services and articles purchased in Navy exchanges?—A. F. S., SH1, USN.

• The reason for the large waiting list on the SDEL is the relatively few billets for your rating ashore. BuPers Inst. 1306.20 establishes the normal tour of shore duty for men of the SH rating at two years. In order to become eligible to submit a request for shore duty, an SHC must have two years of sea duty. Other SH rates must have four years sea duty.

(2) Armed Forces Exchange Regulations, set down by the Department of Defense, require that Navy exchanges be operated with non-appropriated funds and are to be self-sustaining with respect to the payment of civilian salaries. Enlisted personnel may be employed in an Exchange only when the total sales volume of the exchange is less than \$5000 a month or when due to the isolated location, civilian personnel are not available. This means that in most cases, civilians will be employed and be paid with non-appropriated funds for the operation of the Navy exchanges. This alone is largely responsible for the price difference between ship's stores afloat and exchanges ashore.—ED.

National Ensign at Half Mast

SIR: Do ships of the U. S. Navy ever display the National Ensign at the half mast position when under way? We are having quite a discussion on this subject aboard our ship.—T. E. H., LT, USN.

• Yes. Two occasions on which they do so are spelled out by Navy Regulations in Art. 2191 and Art. 2193.

The first says that the national ensign shall be half-masted by "all ships and stations" upon the death of one of the following: President, ex-President, President-elect, Vice President, Secretary of Defense, Secretary of the Navy, an Assistant Secretary of Defense, the under Secretary of the Navy or an Assistant Secretary of the Navy.

In the second it stated: "During burial at sea, the ship shall be stopped, if practicable, and the ensign shall be displayed at half-mast from the beginning of the funeral service until the body has been committed to the deep."—ED.

Airing a Bunting Question

SIR: The November 1952 ALL HANDS (page 28) discusses the custom of flying a "flag call sign" at the starboard yard and the ship's own signal letters at the port yard. I would like to mention that the authority for displaying the former had been in ACP 129 (Article 717) and in Article 1606(G) of JANAP 121(A). (Incidentally, these articles did not state from which point the flag call sign would be flown. However, the starboard yard seemed to be the most logical.)

Since the time of that discussion the latter publication has been superseded by ACP 121(B), which defines a visual sign as: "A call sign provided primarily for visual signaling." As this definition does not include "address group" the question arises as to the authority for displaying an address group when leaving or entering port.

Of course, flotilla, squadron, division, and even sub-division commanders can comply with these provisions, for they are assigned visual call signs. There are, however, no primary visual call signs for type commanders. Instead, they use address groups. In view of these facts there now seems to be no authority for displaying the "admiral's flag call sign" at the starboard yard.—R. Z. W., QMC, USN.

• You are correct in that there is now no written authority in current communication publications for displaying a unit commander's address group when entering or leaving port. The custom of using address groups along with other visual calls will be given official sanction in a future U. S. Navy publication.—Ed.

Proceed Time on Officers' Orders

SIR: I'd appreciate it if you would help me in clearing up some points concerning officers' proceed time, as covered by Art. C-5315 of the BuPers Manual.

As I see it, it is the privilege of the officer concerned to decide whether he requires such proceed time when being transferred between two ships or stations in the same locality. This, of course, is assuming that proceed time has been authorized on his orders.

In the interpretation of BuPers dispatch orders which grant proceed time, can the CO of the officer being detached omit the proceed time if he feels that it is not required by the officer who is being transferred between two ships or stations in the same locality?

Finally, if the orders read "proceed and report" to a ship or station in the same port can the officer who takes the four days' proceed time have his pay account checked?—W. L. S., YN1, USN.

• The basic authority for proceed time is Art. 1220 of Navy Regs. Key words are: "but fixing no date and not expressing haste." Under such circumstances it is the privilege of the officer concerned to decide whether he requires

the proceed time when being transferred between two ships or stations in the same locality. When an officer is granted "delay in reporting to count as leave," he should have the benefit of the full four days allowed by regulations. Granting a delay in reporting indicates that there is no expression of haste.

However, in the case where no delay is granted, and the two ships or stations are in the same locality, Art. C-5315(g) of the Manual grants authority to commanders in the field and the Fleet to add: "Report immediately" (within 12 hours) or "Report without delay" (within 48 hours). With such endorsement on the orders there is an expression of haste and the officer gets no proceed time.

If the orders and the endorsements read "proceed and report" to a ship or station in the same port, fixing no date and not expressing haste, and the officer elects to use the four days, there is no authority for checking his pay account for any portion of the four days.—Ed.

Can You Stay on Active Duty?

SIR: I now have eight years of active naval service out of 12 years' total Naval Reserve service. I would like to know my chances of being retained on active duty for 12 more years so that I may qualify for retainer pay.—J. M. O., QMSC, USNR.

• Your retention on active duty is dependent on the needs of the service. These needs vary from time to time as they are based upon the ever-changing international situation. (For example: Navy strength in 1948—200,000 men; Navy strength now—800,000.)

It can safely be said that you will be retained on active duty—at your request—for as long as your services are needed and the necessary funds are available.—Ed.

Borrowing on NSLI Insurance

SIR: I understand that I may borrow money from the Veterans Administration on my permanent National Service Life Insurance policy. If this is true, how much can I borrow?—D.E.T., BM3, USN.

• If your permanent policy has been in force under premium-paying conditions for at least a year, you have the right to borrow an amount not exceeding 94 per cent of the reserve of the policy.—Ed.

Filing Negatives of I.D. Photos

SIR: Is there any regulation or directive which states that an I.D. card picture negative be made a permanent part of a man's service record?—H.F.B., YNT3, USNR.

• No, there isn't any directive requiring it. However, as a matter of convenience and economy, many ships and stations do file the I.D. photo and negative as part of the service record.—Ed.

Study Courses and Official Manuals

SIR: Since the Bluejackets' Manual has been established as the text for an Enlisted Correspondence Course can it be quoted as an official publication for clarification of certain questions as in the case of Navy Regulations and other official Navy publications?—G. A. D., ADC, USN.

• No. Navy Training Courses and Enlisted Correspondence Courses are not regulatory in the same sense as Navy Regulations, Instruction and Notice directives and Bureau manuals. The BJM is a compilation of information from official sources and written for indoctrination of recruits and as a study manual for all bluejackets. Material in a particular edition of a BJM which you might refer to may be out of date or incomplete in regard to current Navy directives.—Ed.

SS Designator for ANR Reserves

SIR: I am a Naval Reservist doing active duty in an ANR billet (that is, on continuous active duty with the Naval Reserve organization). I serve aboard a Reserve Training submarine. Is there any way I can receive the SS designator (qualified in submarine) without attending the Submarine School in New London, Connecticut?—R. M. B., EM1, USNR.

• You must attend "school of the boat" sessions and work toward SS qualification aboard your Reserve submarine. When your Officer-in-Charge feels you are ready for examination for the designator SS, he should arrange for you to take a two-week training duty period aboard an operating submarine. You will then be given an SS designator, provided you score high enough in your examination, and your performance of duty was satisfactory.—Ed.



USS PUFFER (SS 268) displays World War II battle record. She's now a training submarine for Reservists.



USS GULL (AMS 16) trails minesweeper gear. Appropriate sound signal for sweep underway with gear out in international waters is usually 'vessel towing.'

A Sweep in the Deep

SIR: A question has come up that I'd appreciate a ruling on. What sound signal should be made by a mine sweeper with all her sweep gear out while underway in international waters in heavy fog?—J. A. M., QMC, USN.

• The Admiralty Division of the Navy's Office of the Judge Advocate General states: "... it is considered that the most appropriate signal under these circumstances is the signal for a vessel towing."

Under the present International Rules of the Road (Art. 15), this signal consists of sounding three blasts in succession at intervals of not more than two minutes. The blasts are one prolonged blast (four to six seconds duration) followed by two short blasts (about one second each). They are sounded on the whistle or siren.

Under the prospective New International Rules—now awaiting presidential proclamation to make them effective on 1 Jan 1954—a change will be made in the above timing. The three blasts will then be sounded at intervals of not more than one (rather than two minutes).—ED.

Flagstaff Insignia Displays

SIR: Two "fine points" regarding the display of flagstaff insignia in boats have been raised in our ship. Brought up by Article 2179 of Navy Regs, they are:

(1) Is the choice of flagstaff insignia determined by the rank of the officer embarked in the boat or by the rank of the officer to whom the boat is regularly assigned? (2) In a foreign port when the ensign is displayed underway during daylight hours, is it required that the flagstaff insignia be covered when the officer to whom the boat is regularly assigned is not embarked in that boat.—E. D. N., LT, USN.

• Little has been written on these points. The following interpretations,

based on custom and practice, may answer your questions.

The choice of the flagstaff insignia is determined by the rank of the officer embarked in the boat. If the proper insignia is not available, the insignia regularly assigned to the boat should be covered. One purpose of the insignia is to indicate to others the rank of the officer actually embarked in the boat. If, for example, a junior officer is embarked in a boat showing a halberd, he would probably receive salutes from senior officers embarked in passing boats. This could easily be prevented by covering the flagstaff insignia.

In answer to your second question, it is proper to cover the flagstaff insignia when the ensign is displayed if the correct insignia is not available.—ED.

Instructor Billets for DCs

SIR: What instructor billets are open to men in the damage control rating?—C. J. N., DC1, USN.

• Instructor billets for Damage Controlmen are located at the recruit training commands at Great Lakes, Bainbridge and San Diego; at Class "A" Damage Control Schools at Philadelphia and San Francisco; at the Class "A" Machinist's Mate School at Great Lakes; at Fire Fighting Schools at San Francisco and Philadelphia; at the Salvage School at Bayonne, N.J.; the Retraining Command at Portsmouth, N.H.; and the Officer Candidate School at Newport, R.I.

Enlisted personnel selected for this type duty are transferred to the school for which they have been selected as instructors as soon as they successfully complete the Class C-1 Instructor School at San Diego, Norfolk or Great Lakes.—ED.



Damage Controlman

Special Sea Detail Lookouts

SIR: As Admiralty Officer of the 11th Naval District, I noted with interest your article dealing with Rules of the Road and collisions ALL HANDS (March 1953).

Articles of this type, I feel, would be of considerable assistance to operating personnel, by calling attention to some of the problems involved in navigating naval vessels.

From association with many admiralty cases in the Navy, one gets the impression that all too often the responsible person becomes so engrossed with operational plans that, in many instances, he loses sight of the basic requirements of the Rules of the Road...

One of the problems we seem to have repeated difficulty with is conformance to Article 29 of the International and Inland Rules that the vessels "keep a proper lookout" ... In some instances, such as a recent collision case, there was involved a deficiency in the administrative set-up in which a proper lookout was not maintained during Special Sea Detail while the vessel was en route to an off-shore operating area.

The ship remained at Special Sea Detail without a prescribed lookout for 45 minutes after getting underway and until just a few minutes before the collision. The lookout, upon assuming his station, immediately reported a fishing vessel dead ahead but by then it was too late to avoid the collision...

It is considered that a reminder on this lookout point might be of assistance to operating personnel in helping them avoid some of the problems that we (admiralty officers) run into many times ... and may redound to the best interests of the government—J. A. M., CDR, USN.

• For more on lookouts, and their importance, see page 17.—ED.

Star Should Stand on One Leg

SIR: In the March 1953 issue of ALL HANDS, page 28, you depicted a Good Conduct Ribbon with one star. According to U. S. Navy Uniform Regulations, Chapter 15, Section 4, Paragraph 1531, you are in error. The star should be positioned with its two points on top and one point on the bottom.—R. L. G., HM2, USN.

• We commend you for catching this one. Here's what happened. As the printed pages of ALL HANDS come from the press, a printer checks the sheets against our final page layouts for printing quality and accuracy. Some sharp-eyed pressman discovered the engraving of the Good Conduct ribbon had been placed upside down. The press was stopped and the cut inverted, placing the star in the correct position. Unfortunately, you received one of the early-run copies with the upside-down star standing on two legs.—ED.

Date of Rank for ROC

SIR: I have talked to men that were commissioned at the end of last summer's ROC School and find that their commissions were dated back to correspond to those of the Naval Academy. I have two questions about this: (1) Since officers in the Regular Navy are ranked by class standing does this hold true for officers in the Reserve too? (2) Owing to time left in college before graduation, I was not commissioned with my class in ROC School. When I am commissioned, what effect will my last summer's class standing have on my ranking with others to be commissioned at the same time?—J. M. W., MIDN, USNR.

• The date of rank stated in the commission of officers appointed during any calendar year under the ROC program is the date of rank assigned to the class of Midshipmen graduating from the U. S. Naval Academy during that year. Here are the answers to your two questions:

(1) No. "Class standing" as it is referred to in your letter is the class standing assigned for the advanced (ROCON) school. It is not used in determining precedence of ROCs at present.

(2) ROCs normally complete the advanced (ROCON) school between their junior and senior years in college. ROCs are appointed to commissioned grade throughout the year as they fulfill the requirements. Therefore, they are not considered as being in an annual "class" as such during any portion of the time they are enrolled in the program.—Ed.

G.I. Term Insurance Deadline

SIR: I will be separated from the Navy in September and as yet I haven't decided whether or not I will apply for the G. I term insurance available to Korean veterans. How long after my discharge will I be covered by the free indemnity that protects me while I am in service?—J. E. L., BM2, USN.

• The free indemnity protects you for 120 days after your separation from the service. If you wish to take out the G.I. term insurance, you must apply to the Veterans Administration for it and pay your first premium within that 120-day period.—Ed.

Log Entry for Ship in Drydock

SIR: What is the proper log entry while your ship is in drydock? Some say that it should be "Drydocked as before" while others maintain it should be "Resting on keel as before."—A. K., QM1 (SS) USN.

• There is no specific requirement as to the exact wording of a log entry to show that a vessel is in drydock. Both sample entries you mention are acceptable. However, the entry "Drydocked as before" probably is more frequently used.—Ed.

YOG Makes Arctic Its Back Yard

SIR: Our ship, YOG 32, which has the "home port" of Reykjavik, Iceland, and is a unit of the Iceland Defense Force, recently had an interesting trip. Leaving port, we set a northerly course, passed along the western coastline of Iceland and then crossed the Arctic Circle. Now we'd like to know if ours is the first self-propelled gasoline barge to cross the Arctic Circle.—J. L. M., CS2, USN.

• There are no known records of any other YOG—or any other self-propelled service craft, for that matter—crossing the Arctic Circle. Perhaps ALL HANDS readers may have some information of other service craft passing above 66° 30' North. As it now stands, however, YOG 32 has earned a record for itself.—Ed.

Eligibility for NOS Medal

SIR: Could you tell me if duty in a ship operating in Japanese waters from March to August 1952 would qualify for the Navy Occupation Service Medal? It is my contention that any 90 days of such service prior to the signing of the Japanese peace treaty would make a man eligible for the medal.—C. I. H., LTJG, USN.

• Any service performed in that area between 2 Sept. 1945 and 27 April 1952 may be considered for this award. The latter date is that established by the Chief of Naval Operations as the closing date for eligibility for the Navy Occupation Service Medal in Asia. Of course, the requirements set forth on page 151 of "Decorations, Medals, Ribbons, and Badges" (NavPers) 15,790 must be met.

A period of 90 days within the area is not a requirement for this award.—Ed.

Any BMSNs Aboard?

SIR: Our 5 Division gang has been involved in a long discussion over the identification of strikers. One example: Is there such a designator as "BMSN"? We've checked with various Navy Department Bulletins and BuPers Instructions—with no luck. Would you help us settle this?—L. W. J., SK3, USN.

• BMSN (seaman designated as a boatswain's mate striker) is one of the many authorized rate symbols in Instructions for the Navy Personnel Accounting System (NavPers 15642).

A striker's rate symbol is the four or five-letter designator formed by combining his rate abbreviation (i.e., SN) with the rating abbreviation for which he is being trained (i.e., BM). In this way, BMSN identifies a seaman striking for boatswain's mate.

More information on striker identification is contained in ALL HANDS, March 1953, p. 47.—Ed.

Personal Copies of Training Courses

SIR: Could you tell me if it is possible to purchase copies of enlisted training manuals such as the Bluejackets Manual, Machinists's Mate Manuals and Seaman Manuals?—J. S. M., Sgt., USMC.

• Although certain Navy Training Courses may be purchased from the Government Printing Office (see ALL HANDS, July 1953, p. 6) the manuals for Machinist's Mate 3 and 2 (NavPers 10524), Machinist's Mate 1 and Chief (NavPers 10201), and Seaman (NavPers 10120A) have not been released for sale. They are distributed by the Navy to activities for training purposes. If these manuals are for official use by your company or battalion, requests should be submitted to the Chief of Naval Personnel (Attn: Pers C115) through your commanding officer. Copies of the Bluejacket's Manual are available at \$3.00 per copy from the U. S. Naval Institute, Annapolis, Md. They may also be purchased at local bookstores.—Ed.

G.I. Loan Credit Controls Lifted

SIR: I understand that with credit controls lifted it's possible to get a 30-year G. I. loan with no down payment. However, I can't find anybody who will lend me the money on these terms. Aren't lenders required to do that under the law?—P. O. L., GM3, USN.

• No. Although such terms are permissible, it is still up to the lender to make his own decision as to the terms of the loan.—Ed.

Addressing POs and CPOs

SIR: What is the correct way to pass the word over the P. A. system for chief petty officers and POs in lower pay grades? I contend that "Jones, Chief Mineman" or "Jones, Mineman First Class" is correct. Others contend the "Jones, Mineman Chief" is the correct way. Most agree with me that "Jones, Mineman First Class" is correct, however. How about it?—N. L. K., LTJG, USN.

• Calling out "Jones, Mineman First Class" is the correct form. Your version of calling out a CPO by name and rate is also the correct one.

Actually there is no rate such as "Mineman, Chief" or "Printer, Chief" or "Driver, Chief." The rate abbreviation for a Chief Mineman is MNC, for a Chief Printer is PIC, for a Chief Driver is CDC. The "C" following the rating designation is the cause of the confusion.

The reason "C" comes last is for purposes of efficiency in tabulating machine records. For this reason the abbreviation MNC (rather than CMN) is used. But when spoken, the rate is "Chief Mineman." But "Mineman Chief?" . . . Never.—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *uss Saratoga* (CV 3)—The shipmates of this ship are scheduled to have their annual reunion, dinner and dance on 14 Nov 1953, in the U. S. Grant Hotel, San Diego, Calif. For reservations, write Mr. H. E. Gibson, Secretary, 3412 Zola St., San Diego 6, Calif.

• *uss Hopewell* (DD 681) — All hands who served in this ship from 1943 to 1946, and are interested in a reunion to be held in Chicago, Ill., at the Allerton Hotel, 29 September to 2 Oct 1953, contact A. J. (Andy) Grazer, 4215 Chippendale Ave., Philadelphia 36, Pa.

• *uss Venus* (AK 135)—A reunion will be held in the Hotel Phillips, Kansas City, Mo., on 31 July and 1 and 2 Aug 1953. Former members of this ship please contact Frank H. Maschler, Sr., 9421 West 80th St., Overland Park, Kan.

• *uss Mount Vernon Association Inc.*—The "Queen of the Transport Service of World War I" will hold its 35th Annual Reunion at the Hotel Lenox in Boston, Mass., on Saturday, 5 Sept. 1953. All shipmates interested in attending the dinner or becoming members of the association, please

contact Lawrence A. Sands, 18 Symmes St., West Medford, Mass., or Earle M. Marston, 28 Vane St., North Quincy 71, Mass.

• *Bomb and Mine Disposal Alumni*—The Eighth Annual Reunion will be held at the Wardman Park Hotel in Washington, D. C., on 10, 11 and 12 Sept 1953. For information and reservations, write to Bomb and Mine Disposal Alumni, P.O. Box 62, Princeton Junction, N. J.

• *33rd Naval Construction Battalion*—The Seventh Annual Reunion will be held in the Hotel Statler in Buffalo, N. Y., on Saturday, 19 Sept 1953. For information, write to Elwood E. O'Brien, 115-A West 168th St., Bronx 52, N. Y.

• *VPB 209*—It is proposed to have a reunion of the officers of this squadron on 1 Oct 1953, either in Chicago or New York. Those interested, please contact Myron P. Falk, 861 West St., Leominster, Mass.

• *Base Hospital #4*—All hands who served in this unit from March 1945 to April 1946, and are interested in holding a reunion, with time and place to be decided, contact Alphonse Zareski, Route 5, Box 282, Riverside, Calif.

• *uss Kershaw* (APA 176) — All former officers and enlisted men who served aboard this ship between 1944 and 1946, and are interested in holding a reunion during 1953, please contact Irwin J. Miller, 251-07-071 Ave., Bellerside, Long Island, N. Y.

• *You win. Waves are on duty in Hawaii, Japan (Tokyo), Germany, France, Italy, England, Norway, Puerto Rico and Alaska. See All Hands, July 1952, p. 20-22.*—Ed.

Exams Are Up-to-date

SIR: Does the Naval Examining Center make up their tests directly from current course books for the various rates or do they keep up with current changes and make up the tests accordingly?—R. J. G., YN3 (SS), USN.

• *The Naval Examining Center makes up the test for advancement in rating in terms of the various courses and applicable ratings in accordance with Training Courses and Publications for General Service Ratings, (NavPers 10052), which lists all ratings and designated courses for each rating. Current changes are taken into consideration and changes in the tests follow as soon as practicable.*—Ed.

Deadline for Korean G.I. Training

SIR: I got out of the Navy in July 1952 but haven't as yet taken advantage of the Korean G. I. Bill. Is there any special date when I must start training or lose it?—H. G. D., BM2, USNR.

• *Veterans like yourself, who were released from service before 20 August 1952, must begin their training under the Korean G. I. Bill by 20 August 1954. Those released after 20 August 1952 have two years from their date of separation in which to begin training.*—Ed.

New Auxiliary Ships

SIR: I have heard that a new and larger type fleet ocean tug (ATF) is under construction for the Navy. Anything to this report?—E. W. B., EM1, USN.

• *The only auxiliary ships under construction are six oilers (AOs) and a new type icebreaker (AGB). Three Maritime ships are being converted to Navy ships. Two will be store ships (AFs) and one will be a stores issue ship (AKS). Nothing in line for the ATFs, though.*—Ed.

Waves in Japan

SIR: While on liberty in Japan I thought I saw some Waves in Tokyo. My buddies say that there are no Waves stationed in Japan. What's the scoop?—W. L. S., AK2, USN.

...how to send ALL HANDS to the folks at home

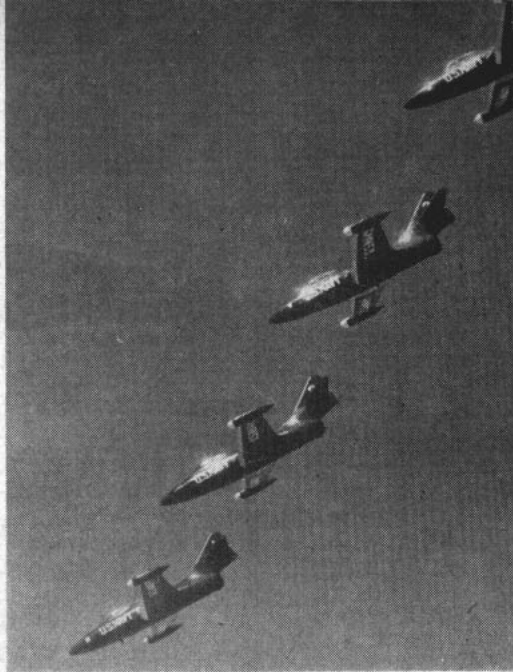
Superintendent of Documents
Government Printing Office
Washington 25, D.C.

ENCLOSED find \$2.25 for a subscription to ALL HANDS magazine, the Bureau of Naval Personnel Information Bulletin, to be mailed to the following address for one year

NAME.....

ADDRESS.....

(For prompt filling of orders, please mail this blank and remittance direct to the Government Printing Office. Make checks or money orders payable to the Superintendent of Documents.)



Precision Pilots

NAVY's Blue Angels flying team is on the wing again. Organized in 1946 as a Navy flight exhibition unit the team, which went out of existence temporarily at the start of the Korean conflict, today demonstrates precision tactical techniques of naval aviation.

Although the Blue Angels perform intricate maneuvers which look like stunts to the uninitiated, they're no stunt team. All their maneuvers are part of the tactical stock-in-trade of any fighter pilot.

Present members of the reactivated team are all Korean veterans. LCDR A. R. Hawkins, USN, is flight leader. Other pilot members include LT H. C. MacKnight, LT F. J. Murphy, LTJG R. E. Aslund, LTJG Wallace Rich and LTJG F. N. Jones.

Upper left: Enlisted jet specialists watch flight team as it completes barrel roll. *Upper right:* in echelon formation, team prepares to execute one of many precision maneuvers. *Right center:* Miami NARTU De-Icer Queen, Iris Maxwell, goes for ride on the shoulders of LTJGs R. E. Aslund and 'Bud' Rich while fellow Blue Angels stand by to 'assist.' *Lower right:* LCDR A. R. Hawkins, flight leader, has won three Navy crosses. *Lower left:* L-to-r, LTJG 'Bud' Rich, LTJG R. E. Aslund, LCDR A. R. Hawkins and LT F. J. Murphy pose together.



BuPers Takes a Personal Interest in YOU

ON the crest of a hill in Arlington, where the Potomac River flats give way to an upswing in Virginia's topography, sits a large, buff-colored building that should mean a lot to you. What takes place here affects your career in a thousand and one ways. Here are housed the activities that put into operation the functions outlined in the chart on the following pages.

These activities combine to form the Bureau of Naval Personnel. "BuPers," as it is more familiarly known, is a Navy Department component that stays close to you all the way through your service career. Chances are your first actual contact with the Navy was with the Naval Recruiting petty officer in your home town. Recruiting is one of the Bureau's functions. And when your Naval career comes to a close, your discharge, too, will be a matter of Bureau business.

Even after that, the Bureau may still have dealings with you. Years after your discharge, for example, you may require information from your service record. BuPers will see that you get it. Or some question concerning your rights as a veteran may arise. The Bureau's Veterans Affairs Branch would probably be involved here. The records and other BuPers papers of those who die while in service, in the Fleet Reserve or after retirement are processed by the Bureau's Casualty Branch.

The Bureau stands behind practically all the pivot points of your career. It arranges for your procurement and administers your schooling—recruit training, service school training and "on-the-job" training at your ship or station. It supervises your assignment to your duty stations.

The Bureau also deals, directly or indirectly, with discipline, welfare and recreation, promotion, transportation and separation. Religious matters, too, come

under BuPers, the office of the Chief of Chaplains being a component of the Bureau.

As you read on, you will find that the range of BuPers functions is wide indeed. It encompasses such diverse fields as dependents assistance, passport photographs, medals and awards, service voting, libraries, motion picture procurement, enlisted men's clubs and Navy training courses.

A point to remember is that the Bureau's control takes different forms. In some matters it exercises direct control; in other matters it plays only a guiding role.

Some 2800 persons—Navymen and civilians—comprise the Bureau's immediate work force. In rank these range from a vice admiral, Vice Admiral James L. Holloway, usn, Chief of Naval Personnel, and four rear admirals, to about 200 petty officers and strikers in the clerical rating group. The count of naval officers is about 435. Civil Service personnel number about 2180.

If you have less than 3000 persons looking after more than 800,000 active duty naval personnel—not to mention the large numbers of inactive Reservists and retired members of the Navy—you can appreciate that the Bureau's responsibilities are large. Yet BuPers takes an active interest in you as an individual.

It would be unreasonable, however, to expect those in the Bureau to know personally even a small percentage of the Navymen they are concerned with. For this reason extensive use is made of such seemingly impersonal facilities as the "Job Classification System," "Personnel Allocation Plan," and the like. These terms provide a cue to the type of operation needed in the *efficient administration of manpower*.

A few years ago a large amount of electrical tabulating equipment was installed in the Bureau. These complicated devices form a substantial part of an entire division, the Personnel Accounting Division. Through technical advances in the field of electricity this equipment is able to provide complete and accurate statistical data on all Navy personnel. It utilizes data from Personnel Accounting Machine Installations (PAMIs) in the field, taking the information sent in and preparing it for use by distribution, planning and fiscal officers.

Not only has the use of machine accounting greatly expedited and simplified the preparation of records required by distribution commands in the field and in BuPers, but it has also made possible an accuracy in personnel planning that far surpasses that of older manual methods.

Although these machines have an important role in the BuPers scheme, they would be of little value without people who have the foresight and experience to know the types of data which must be recorded and made available for use when needed. In short, what the machines turn out can be no better than that which is put into them.

A glance at the organizational chart on the following pages will show you that the top man of BuPers is the Chief of Naval Personnel. Generally, this officer also serves as the Deputy Chief of Naval Operations for Personnel, a job in which he assists in drawing up the over-all policies for the administration of the entire Naval Establishment.

BuPers Is Organized to Look After You

BuPers, like other bureaus and offices of the Navy Department, has an organizational break-down as well outlined as that of a Task Fleet. Where a task fleet is sub-divided into forces, groups and units, the Bureau is sub-divided into *divisions, branches, sections and units*.

For example, take the BuPers activity which maintains the Shore Duty Eligibility List. This is the Shore Duty Eligibility *Unit* of the Detailing *Section* of the Distribution *Branch* of the Enlisted Personnel *Division*.

Not all divisions are broken down so completely. One reason is that divisions vary in size. The six-man Legislation Division has no subdivisions; the 20-man Retirement Division is sub-divided into two branches only—no sections.

On the other hand, there is a big division like the Officer Personnel Division. One section of this division, the Distribution Control Section, contains more than 200 persons. Its Service Unit alone subdivides into three "groups." One of these groups—the Order Writing Group—is further broken down into three "lines," the first of which is entitled "Change of Duty."

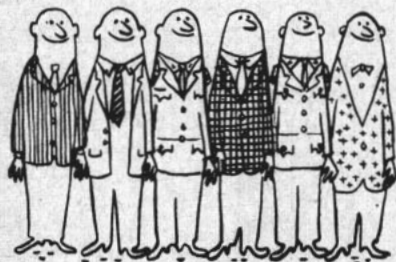
In *Navy Regs* you will find the Chief of Naval Personnel listed as a Naval Technical Assistant. As a Naval Technical Assistant he is responsible for the supervision of all the work in BuPers. He acts as a technical adviser and assistant to the Secretary of the Navy and his Civilian Executive Assistants and to the Chief of Naval Operations. (See "How Navy's Top Command Team Operates," *ALL HANDS*, June 1953, p. 31.)

In his capacity as Chief of Naval Personnel, he directs the administration of all naval personnel, supervises the administration of the Bureau itself and looks after the efficient performance of the Bureau's duties and functions. Finally, he keeps in close touch with the other armed services on personnel matters.

Occupying a position roughly equivalent to that of his executive officer is the Deputy Chief of Naval Personnel. This officer serves as the senior assistant for the administration of the Bureau, acting for the Chief on matters of policy, operation and direction.

BUPERS' INTERNAL MANAGEMENT

Directly under the Deputy Chief are six activities which perform "staff" functions. Two of these constitute divisions; three are made up of individual officers, and one is an office. Here they are:



- *Special Advisory Assistant*—He renders advice and counsel to Bureau heads and other governmental departments in matters of formulation of policy concerning naval personnel. He also acts as a consultant to

the Chief and assistant chiefs of Naval Personnel and to the various division heads.

- *Administrative and Management Division*—Headed by the Administrative Officer and Management Advisor, this division advises and assists the Chief and Deputy Chief of Naval Personnel in the general administration and management of the Bureau. Along with administering the Bureau's own personnel management program, it develops budget estimates, allocates appropriated funds and controls related expenditures for internal Bureau operation. This division exercises management control over bureau organization, procedures, forms, reports and records. Lastly, it advises Bureau field activities on management matters.

- *Field Liaison Officer*—This officer maintains liaison with Bureau field activities and handles special matters pertaining to liaison with the field as directed by the Chief of Naval Personnel.

- *Bureau Counsel*—In this capacity is a lawyer who advises the Bureau's policy makers on the legality of contracts.

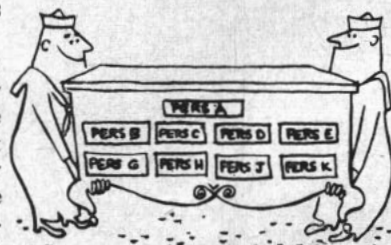
- *Personnel Analysis Division*—Largest of the six staff activities, this division, headed by a director, conducts research into all phases of personnel administration and management. It helps develop standards, qualifications, and techniques that will improve the administration and training of naval personnel.

- *Office of Liaison and Technical Information*—Answers inquiries to the Bureau and acts as the public "voice" of BuPers.

THE ASSISTANT CHIEFS OF BUPERS

This takes us to the main body of the Bureau, which is formed of several major components, each headed by an Assistant Chief of Naval Personnel. Rounding out the Bureau are the Chief of Chaplains, the Assistant Chief for Women and various Bureau boards.

These boards may be temporary or permanent. The boards that select candidates for Navy post-graduate training, for example, are temporary ones. The Permanent Naval Uniform Board is, of course, permanent—its work continues.



The work carried out under the Assistant Chiefs and through the various divisions affects your career in many ways. To find out how, read on.

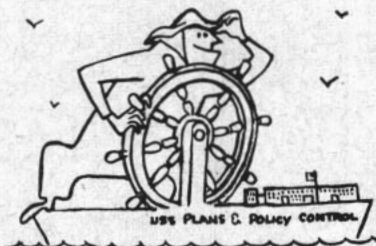
PLANS AND POLICY

First, there is the *Assistant Chief for Plans*, whose responsibility is planning programs and policy matters. Under him is the *Plans and Policy Control Division*, (Pers A1). This division might be compared to a steersman for the other divisions in the main body. Its title gives a clue to the broad and varied nature of its work—one aspect of which is to set up working goals for the other divisions in BuPers.

Mobilization plans that built up the Navy manpower strength from 380,000 at the outset of the Korean fighting to its present 800,000 level were formulated in large part by this activity. One branch of this division, Complements and Allowances, draws up estimates of the numbers of officers and enlisted personnel needed to man the ships, aircraft and shore stations, both overseas and Stateside, that are necessary to carry out the Navy's mission.

Here are a few of the other duties of this division: developing broad plans for procurement, advancement and training, release to inactive duty; initiating and coordinating plans to meet future mobilization needs.

The second division under "Plans" is the *Legislation Division* (Pers A2) which processes proposed legislation affecting Navy-men. It reports to the Chief, and others concerned, the progress of legislative action. It also presents information, recommendations and testimony to Congressional committees, other Bureaus and agencies.

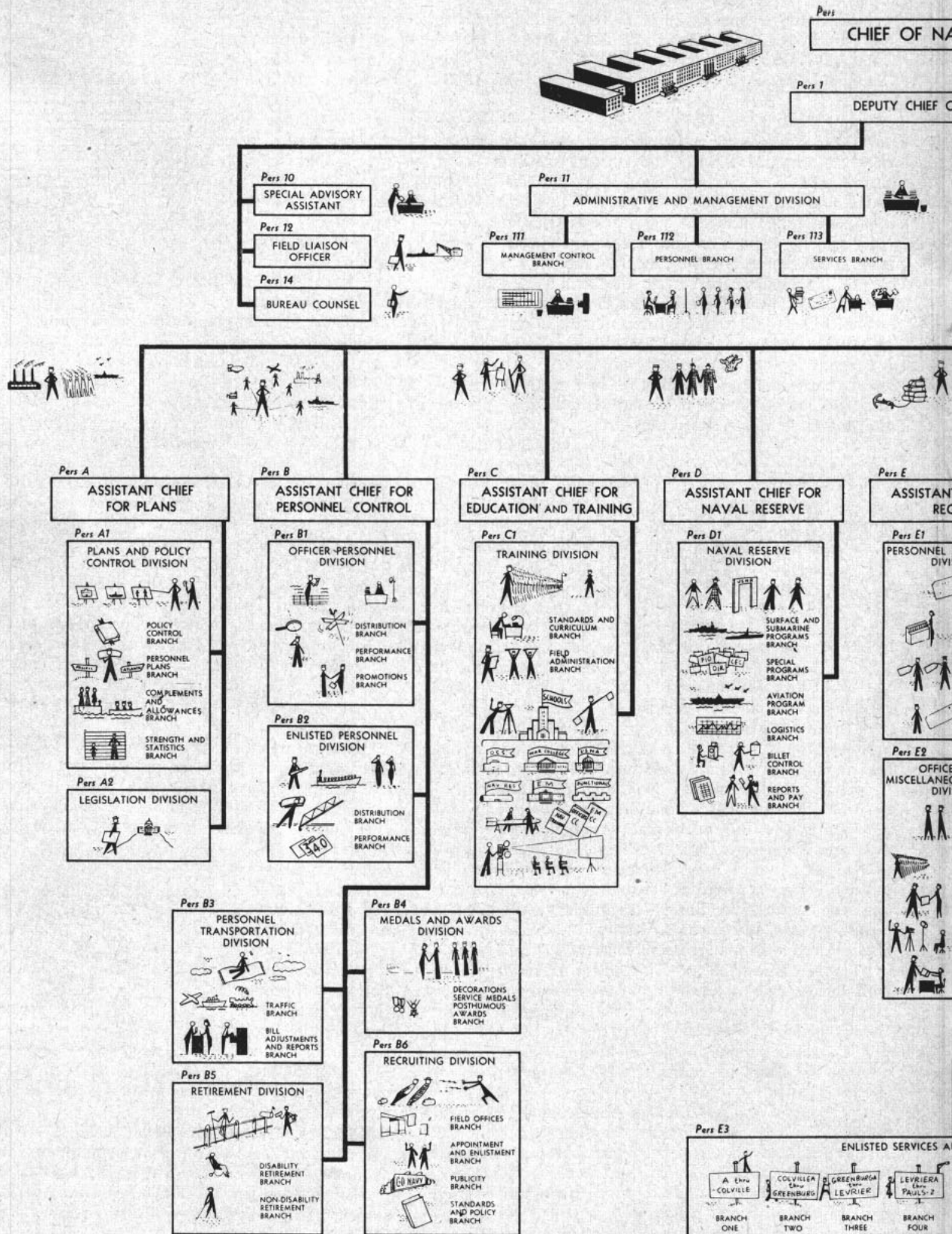


ENLISTED AND OFFICER 'PERSONNEL CONTROL'

If any one of the Bureau's components could lay claim to the title of the "Bureau Backbone," it would be that headed by the *Assistant Chief for Personnel Control*. This officer, one of the Bureau's three rear admirals, heads up the combined "B" divisions, as they are called: B1—*Officer Personnel Division*; B2—

(Continued on page 34)

ORGANIZATION OF THE BU



DEPARTMENT OF THE NAVY BUREAU OF NAVAL PERSONNEL

NAVAL PERSONNEL

Pers 00

ADMINISTRATIVE AIDE

Serves concurrently as
Deputy Chief of Naval Operations for
Personnel (DCNPO)



NAVAL PERSONNEL

Pers 15

PERSONNEL ANALYSIS DIVISION



Pers 16

OFFICE OF LIAISON AND TECHNICAL INFORMATION



Pers 151

TRAINING RESEARCH
BRANCH



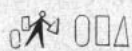
Pers 152

CLASSIFICATION AND SURVEY
RESEARCH BRANCH



Pers 153

BILLET AND QUALIFICATIONS
RESEARCH BRANCH



Pers 161

TECHNICAL INFORMATION
BRANCH



Pers 162

LIAISON BRANCH



CHIEF FOR RECORDS

ACCOUNTING
ON

TABULATED
RECORDS
BRANCH
PERSONNEL
ALLOCATION
PLAN
ACCOUNTING
BRANCH
PERSONNEL
ACCOUNTING
SYSTEM
BRANCH

AND
RECORDS
ON

NAVAL
ACADEMY
BRANCH
OFFICER
RECORDS
BRANCH
MISCELLANEOUS
RECORDS
BRANCH
OFFICER
RECORDS
SERVICE
BRANCH

Pers G

ASSISTANT CHIEF FOR MORALE SERVICES

Pers G1

SPECIAL SERVICES DIVISION



Pers G2

PERSONAL AFFAIRS DIVISION



Pers H

ASSISTANT CHIEF FOR FINANCE AND PROPERTY MANAGEMENT

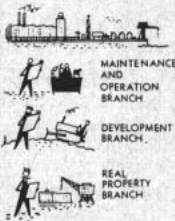
Pers H1

COMPTROLLER DIVISION



Pers H2

SHORE ESTABLISHMENT DIVISION

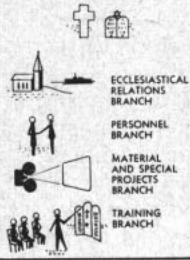


Pers J

CHIEF OF CHAPLAINS

Pers J1

CHAPLAINS DIVISION



Pers K

ASSISTANT CHIEF FOR WOMEN



NAVAL AVIATOR DISPOSITION BOARD



PERMANENT NAVAL UNIFORM BOARD



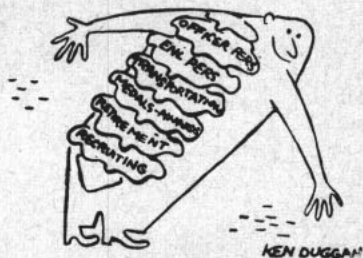
D RECORDS DIVISION



BUPERS TAKES A PERSONAL INTEREST IN YOU (cont.)

Enlisted Personnel Division; B3—Personnel Transportation Division; B4—Medals & Awards Division; B5—Retirement Division, and B6—Recruiting Division.

The organization of B1 (Officers) and B2 (EMs) is somewhat alike. There are several differences, how-



ever. Officers, for example, are assigned to duty stations directly by the Bureau while for enlisted men the Bureau generally acts in the capacity of a "wholesale distributor."

While selection boards play a key

role in officer promotion, standings in servicewide examinations are the governing factors in enlisted promotions.

Three important branches, under B1, affect all officers: Distribution, Promotions and Performance.

The Distribution Branch controls the placement of officers throughout the Navy, both afloat and ashore. Here are the "rank detail" desks where career planning is worked out and assignments made. Also here are the various "placement" desks that assign personnel within such categories as "large combatant," "auxiliary," "small ship," "amphibious," "shore establishment" and "school staff" placement. They act upon recommendations of the rank detail desks in making the assignments.

The Performance Branch processes all disciplinary cases and separations. The Promotions Branch processes the promotion of officer personnel.

Here also are the Staff Corps and aviation liaison sections. Officers in these sections, working in conjunction with other bureaus, see to the placement of Staff Corps and aviation officers.

It would probably be safe to say that no other division of the Bureau has such an important effect on an EM's career as the *Enlisted Personnel Division—B2*. In the Performance Branch of this division are the activities that shape and direct the policies controlling promotions of EMs, both USN and USNR, through the various pay grades. They also handle discharges, favorable or otherwise. Here too, are handled the medical surveys and transfers to the Fleet Reserve.

Equally important are the activities within B2's Distribution Branch. They are no doubt ultimately responsible for your being where you are right now, where your past assignments have been and where your next assignment will be. Three of this branch's main sections are: detailing, school assignments and classification. Classification gives you your primary and secondary enlisted classification codes.

Assignment to schools (General Service, Aviation and Special) is handled by the School Assignments Branch. Not only does this section have charge of direct and indirect detail to school, it also details school instructors through its Instructor Duty List.

Largest section in the Enlisted Personnel Division (B2) is the detailing section. Detailing may be done either directly or indirectly. Examples of indirect detailing would include: large groups or "blocks" of ex-recruits being detailed to a Service Force commander for further assignment, or a group of men completing

a tour of duty ashore, or a group reenlisting at a Recruiting Station.

The detailing section orders men directly to duty in the central Navy Department and to activities under the Bureau's Shore Duty List. It assigns men to ships soon to be commissioned, to overseas embassies and missions and to humanitarian shore duty. A leading job of the section's head is to formulate the Navy's policy for enlisted distribution.

Administration of the transportation of naval personnel and their dependents is the job of the Bureau's *Personnel Transportation Division—B3*. In a way it acts as the "home office" for the passenger transportation administrators of each Naval District. It sets up routings for troop movements and obtains reservations and travel orders for Navymen and their dependents by land, sea and air, governmental or commercial.

Medals & Awards is the B4 division. Here are maintained the records of all awards, decorations, medals, ribbons, citations and letters of commendation. This includes the processing of citations determined by the Secretary of the Navy's Board of Decorations and Medals as well as by Fleet Commands delegated the authority to make certain awards. It also issues the directives governing these medals and awards. A continuing project of this outfit is checking the records for World War II and Korean veterans in determining eligibility for such awards as the PUC and NUC.

The job of processing transfers of Regular Navy Lists of the Navy and taking action on Retired career men, both officer and enlisted, to the Retired Reservists, belongs to the *Retirement Division* (Pers B5). It draws up, coordinates and administers the various policies and procedures governing retirements, both voluntary and involuntary. Physical disability retirements also come under this division.

While BuPers has a number of "field activities," none is so well known as the familiar Recruiting Station. All Recruiting Stations come under the *Recruiting Division* (B6). This division is charged with administering recruiting and procurement programs for all Navymen and women, both officer and enlisted, to the extent needed to keep the Navy at authorized strength. It selects and appoints officer candidates in the NROTC and ROC programs and aids in the procurement of Naval Aviation Cadets.

EDUCATION AND TRAINING

Training being one of the Bureau's major functions, it is appropriate

that it should be one of the largest BuPers' activities—centering in the *Training Division* (Pers C). This program is under an *Assistant Chief for Training and Education*. The huge training division

itself is formed of 11 sections, many of which are as large as other entire divisions.

In its over-all role the *Training Division* coordinates and supports the Navy's program for training—basic, technical, specialized, advanced and post-graduate—of



all but two groups of Naval personnel. These two exceptions: medical and aviation.

The busy Standards and Curriculum Branch is charged with seeing that Navy instructors have the teaching skill and subject knowledge needed for the proper performance of their teaching job. It prepares or helps to prepare the various courses of study used by Recruit Training commands, BuPers schools, in Naval Reserve Training and NROTC programs.

The long list of Navy training manuals, enlisted and officer correspondence courses that you may be studying are the responsibility of this branch.

Training aids, training films, charts, mock-ups and other devices which play so important a role in Navy training—these also are made possible by this activity, working in cooperation with other offices of the Navy which may be concerned.

Off-duty educational opportunities are also provided for all Navymen. The Standards and Curriculum Branch facilitates participation in these opportunities. The Navy's USAFI program channels through this branch. Finally, the branch handles distribution of training aids and publications. It stocks and distributes training publications for the various training activities and distributes training aids, special devices and training films throughout the service.

Second of the Training Division's two branches is the Field Administration Branch, which sets up and administers formal naval schools and training programs. First there's the basic indoctrination and training as conducted at the Recruit Training and Naval Reserve training centers. Secondly, you have the elementary and advanced technical training conducted at the various service schools, "A," "B" and "C" schools, in addition to the functional training which is listed below. And third, there is special academy and college preparatory training for candidates for the Naval Academy and for the NROTC colleges.

Officer training is also handled by the Field Administration Branch, through planning and setting up the requirements for Bureau and field training activities. Though this task parallels somewhat that of the enlisted training program, it has the added role of providing for postgraduate and advanced education of naval officers. It is responsible for training in such areas as: postgraduate schools and courses, General Line Training program, Advanced Officer Training—such as the Naval War College.

Then there is the functional training program, which includes schools giving instruction in specialized functions that are not included in postgraduate or technical courses for officers or in rate training for EMs. Examples: guided missile, explosive ordnance disposal, harbor defense, salvage, mine warfare, fire fighting and underway training.

A newly formed Naval Reserve training section administers all phases of Naval Reserve training and coordinates this training with the other sections in the Training Division and with other bureaus and activities of the Navy Department. Included is the planning of two weeks' active duty for training ashore and afloat.

Requests for material, other than training aids and publications, are also handled by the Training Division. Included in the training activities which it services are all Regular Navy schools, 52 NROTC units, 322 Naval Reserve centers and many other schools.

Potential Officer Candidates will also be interested in the Training Division, since it is administratively responsible for training programs of the Naval Reserve Officers Training Corps, the Naval Aviation College Program, the Reserve Officer Program and the Officer Candidate School. Training plans of the naval science departments in 52 colleges and universities and the NACP students in some 100 colleges, are under the administrative supervision of the Training Division. Also within its jurisdiction are the training policies of the naval science departments of the U. S. Merchant Marine academies and state maritime colleges and academies. Summer cruise arrangements and assignment of new freshmen to the NROTC units round out this brief summary of BuPers' training responsibilities.

NAVAL RESERVE

Plans and coordination of personnel policies of the Navy's peacetime component and wartime teammate—The Naval Reserve—are the responsibility of the *Assistant Chief for Naval Reserve*. The importance of the Naval Reserve to the Navy is indicated by some World War II statistics — at the height of the fighting in that conflict nine out of every ten men and women in the Navy were Naval Reservists. The coordinating activity in BuPers on Naval Reserve personnel matters is the *Naval Reserve Division* (Pers D1).

But remember that the other divisions discussed here also deal with Reservists as well as with Regular Navy personnel. The Naval Reserve Division coordinates these various activities within the Bureau. All divisions perform the same functions for USN and USNR alike, and they administer Naval Reserve matters on an equal basis with those for the Regular Navy. Therefore such matters as Reserve recruitment, procurement, promotion, discipline, training, records, uniforms, awards and transfers—all these come under the divisions we have already mentioned, for all Regular Navy and Reserve personnel.

The *Naval Reserve Division* recommends plans and policy, and promulgates directives concerning the following:

- The Surface and Submarine Reserve—It coordinates the administration of drilling units in carefully selected localities throughout the United States.
- The Air Reserve—In this specialized field it maintains liaison with the Chief of Naval Operations and Chief of Naval Air Reserve Training.
- Special Reserve Programs—These include some 30-odd types of Reserve activities ranging from Supply to Civil Engineer Corps, public relations to industrial relations, plus medical, electronics, ordnance, research and composite units—to mention some of the many training units in this program of the Naval Reserve.

Procurement, maintenance and operation of Naval Reserve training facilities (except for aviation) is the mission of the division's Logistics Branch. It also maintains liaison with responsible activities of divisions of BuPers and the office of Naval Operations concerning



BUPERS TAKES A PERSONAL INTEREST IN YOU (cont.)

fiscal and property matters in connection with the Naval Reserve training program.

The Billet Control Branch sets up billets for Reservists on active duty in connection with the Naval Reserve Program. It also maintains liaison with other BuPers divisions concerned with complements and allowances and personnel control matters.

The Reports and Pay Branch maintains liaison with BuSandA regarding USNR clothing and pay.

The director of the Naval Reserve Division is also the senior member of the Inspection and Reviewing Board—through which the Bureau keeps abreast of the surface, submarine and certain other units. Boards set up by the Naval Districts inspect Reserve pay units, nominating the best organized units in each field to represent their district in a national competition.

RECORDS

Many persons think of BuPers as a place where great heaps of records are kept. Well, to a limited extent, this is true, but they are kept well filed for ready access. Officers' records and enlisted service records are maintained here for every person in the Navy. They serve for BuPers administrative purposes. (In general, the



"field" copies of both officers' records and enlisted service records are kept in the local personnel office for local administrative purposes. These accompany you upon transfer.) Other type records and reports (i.e., ships'

logs, personnel accounting reports and muster rolls) are also kept in the Bureau.

Three separate divisions, under the *Assistant Chief for Records*, form the "record-keeping component" of BuPers. First is the Personnel Accounting Division (Pers E1). Its Tabulated Records Branch operates the electric tabulating equipment used in the personnel accounting system mentioned earlier in this article. Information from "Tab Records" is furnished to other divisions in the Bureau for use in planning, fiscal and other personnel administrative functions.

The Personnel Allocation Plan Accounting Branch's main function is to receive and process tabulated reports from the field. This branch also contains the muster roll section. It is to this section that "personnel diaries" are sent monthly from ships and stations all over the world. If you are an enlisted person on active duty your name comes here at least once a quarter. The reports kept here are often used to make out an EM's "statement of service" and to verify entries already made in his service record.

A second "records" group is the *Officer and Miscellaneous Records Division* (Pers E2). A look at its four branches will give you an idea of its functions.

One is the Naval Academy Branch which processes nominations of candidates for admission, determines eligibility and authorizes mental and physical examinations. It also maintains service records of midshipmen and answers inquiries on USNA matters.

The Officer Records Branch, as its name indicates,

maintains officers' records (fitness report and selection board jackets) as well as the officers' administrative correspondence file.

The Officer Records Service Branch provides information from officers' records to authorized recipients. Other functions are to establish each officer's Pay Entry Base Date and to furnish various record services to active-duty, inactive-duty and ex-officers.

The Miscellaneous Records Branch develops policies and procedures for maintaining ships' logs and for identification of naval personnel. It maintains liaison with the State Department for passport matters that affect Navymen and their dependents; and with the FBI regarding fingerprint identification. It also maintains personnel identification files and ships' logs.

The *Enlisted Services and Records Division* (Pers E3) maintains EM's service records and receives most of the EM's correspondence to BuPers—for example:

Let's say you have three points you'd like to clear up: (1) a claim for dependency transportation, (2) an application for a good conduct medal and (3) a claim for destruction of a sea bag due to a barracks fire.

Your letter, sent through the chain of command, goes to one of six branches according to your last name. (i.e., "Adams, James J." would go to Branch One which handles "A through Colville.") Your jacket is pulled from the files of that branch, taken to a group of skilled examiners who draw up the answers to your questions and determine the validity of your claim. A letter of reply is drafted, typed up and sent to your duty station. Thus, you get your answers in short order.

Correspondence of this type is but one job of the division. It also works with other divisions on discharges, advancements and discipline of Navy EMs and processes many other types of claims. Then too, it provides data from service records to government officials, as well as to you yourself. When you first entered the Navy you were no doubt told that a copy of your service record was kept in the Bureau. It is this *Enlisted Services and Records Division* that handles your record.

SPECIAL SERVICES

Under the *Assistant Chief for Morale Services* are activities which have a close "personal touch" with the Navyman—both officer and enlisted. He is responsible for "special" services, not only to you, but to your dependents.

The *Special Services Division* (Pers G1) has as its job the mission of "increasing and sustaining high levels

of morale and efficiency for naval personnel." Within this division are sections which deal with Navy-wide recreation and physical fitness programs (sports, hobby craft, service-wide photo contests, fleet motion pictures) and with the operation and administration of Officers' and CPOs' messes and EM clubs.

The Informational Services Branch of this division produces this copy of ALL HANDS as well as *The Naval Reservist* and *The Navy Chaplains Bulletin*.



The Library Services Branch selects and acquires the books you read in Navy libraries both afloat and ashore.

Pers G2—*Personal Affairs Division* (not Personnel Affairs Division) is concerned with programs for personal aid to Navymen and their dependents. This division gives advice about insurance and veteran's benefits, processes casualty notifications, supervises the Navy's correctional system and maintains liaison with other agencies, both government and private, in matters of personal aid. The titles of the four units of its Dependents Aid Section indicate the personal touch: Scholarship Program, Red Cross Liaison, Overseas Living Conditions, Dependents Hospitalization.

A closer look at one of the Division's five branches reveals management control over the Navy's retraining commands and technical control over Navy and Marine brigades and Shore Patrol activities. Here are developed the policies governing commitment of all naval prisoners.

FINANCE AND PROPERTY MANAGEMENT

The *Assistant Chief for Finance and Property Management* is responsible for developing, coordinating and administering the budgets for appropriated funds for the pay and allowances of all regular and reservist naval personnel and the activities under BuPers.



Under his direction, the Comptroller Division obtains the money needed by the Bureau from Congress, explaining and defending these needs to the Committees of Congress. The division then distributes this money

to the various parts of the Bureau—both in the field and in Washington. It establishes the rules about the way in which the money may be spent and for what purpose. It also makes studies to assure that the rules have been followed and that efficient, economical practices have been used.

The Shore Establishment Division, as its title indicates, looks after the maintenance and operation of the physical plant of the Bureau, both in the Washington, D. C. area and in the field. It looks after the procurement and distribution of all equipment required by Bureau programs.

This division's Development Branch provides facilities for the support of various BuPers programs and keeps records on the Bureau's "real estate" components.

CHIEF OF CHAPLAINS

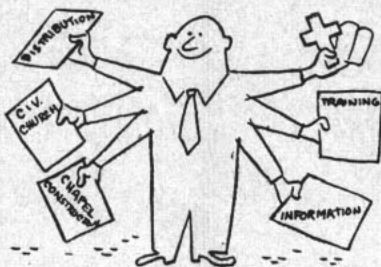
On the ground floor of BuPers you'll find the offices known as the *Chaplains Division* (Pers J), headquarters for the Chaplain Corps. It is headed by the *Chief of Chaplains*, a rear admiral—who, with his assistants, has the over-all mission of developing and executing policies governing the administration and functioning of the Chaplain Corps, and looking after the procurement, examination, training and distribution of chaplains as well as providing the ecclesiastical equipment needed for their ministry. He also maintains close liaison with church leaders and public officials for the carrying out of the mission of the Chaplain Corps.

This division's Personnel Branch administers and coordinates with other BuPers activities in the procure-

ment and distribution of officers for the Chaplain Corps.

The Logistics Branch develops and evaluates equipment and supplies necessary for the functioning of the Corps, coordinates the program of chapel construction and prepares the division budget requests.

The Training Branch forms up the standards and courses of study for training of newly-appointed Navy chaplains who have been ordered to active duty and conducts such training in accordance with established programs. This branch has cognizance of all matters pertaining to postgraduate training as it relates to the Corps and provides a continuing program of training courses for Reservist chaplains.



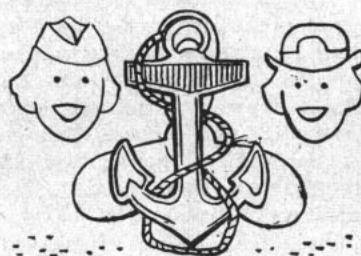
The Ecclesiastical Relations Branch is responsible for maintaining liaison with civilian religious groups and with Navy technical information offices.

WAVES

The *Assistant Chief for Women* is the eighth Assistant Chief. The senior woman line officer of the Navy, she acts in an advisory capacity to the Chief of Naval Personnel on matters concerning women in the naval service (exclusive of the Navy Nurse Corps). She develops related policies and programs, and approves the assignment of women officers for billets concerned with the administration of women in the Navy.

In order to keep currently and realistically informed on matters concerning nearly 10,000 women in the Navy, the Assistant Chief for Women makes periodic inspections of activities where women of the Navy are assigned. She is particularly interested in recruiting and procurement, training, distribution, performance, morale, welfare, housing and public relations.

Promoting understanding and interest among civilian groups for the program for women of the Navy is a primary task of this Assistant Chief. This involves public appearances, dissemination of news and information



about the women of the Navy and close liaison with the representatives of the other women's services.

It can be seen that BuPers is organized somewhat like a ship. It has its "commanding officer" and "executive officer"—but also many "assistant execs." It has its sections, branches, divisions and larger components. One big difference is, however, that whereas a ship has only a couple of major missions, the Bureau has dozens. The over-all role of BuPers can be said in one breath: "The administration of Navy manpower."

It's a big order, though, any way you say it. Perhaps another way to put it is that "BuPers helps develop the right man for the right job and gets him to the right spot at the right time."

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



USS COUCAL (ASR 8), submarine rescue vessel, recently returned from tour of duty in Far East. Her primary job is underwater rescue and salvage work.

Jet Built out of Salvage

A silver and blue F9F Panther jet is now operating over the skies of North Korea as part of Fighter Squadron 153 from the carrier *uss Princeton* (CVA 37). Nicknamed the "Blue Tailed Fly" because of its silver body and blue tail, the odd-colored jet was not always one airplane.

The "Blue Tailed Fly" had its beginning one afternoon when the jets from *Princeton* were flying a flak suppression mission over North Korea. As the flight dove into the target, it was met with a fierce barrage of enemy gunfire. One jet was hit in the tail while another received heavy damage to its nose.

Both damaged planes swerved off the attack and after perilous flights, during which both pilots had doubts they would make it, returned to the carrier. The planes were taken below decks; it looked as though neither plane would fly again since the structural damage appeared too serious.

However, *Princeton's* aircraft maintenance crew had other ideas. These men, whose job is keeping the carrier's planes in operating condition, are accustomed to improvising, modifying and manufacturing parts to keep aircraft in flying condition.

Working throughout the night, a

crew of metalsmiths, electricians and mechanics dismantled the undamaged sections of the two planes and joined them together. Although the two jets weren't even the same model of F9F, the repair crews managed to create the "Blue Tailed Fly."

Lieutenant (junior grade) Robert R. King flight-tested the fighter plane, checking to see if the "two-in-one" jet could withstand the structural strain this type aircraft must undergo. It could. The "Blue Tailed Fly" successfully completed 12 missions and is now back in the States for overhaul.

Through the ingenuity of the aircraft maintenance crew, one good airplane was made from what otherwise might have been a loss of both. The job represents a savings which is

estimated at half a million dollars to the taxpayer.

Credit for the job goes to the various crews in *Princeton's* maintenance gang. In charge of the repair crews were Jim Wade, AEC, USN; Norwood Hyatt, ADC, USN; Charles Tanner, AMC, USN; Stanley Janowski, ADC, USN; and Carl Maag, ADC, USN.

Simulated Atomic Landings

Splashing ashore in LVTs, the first wave of the Third Marine Division amphibious assault troops hit the beach entrance to Aliso Canyon, Camp Pendleton, Calif., just 45 minutes after a simulated atomic bomb was dropped to spearhead the largest amphibious maneuver held on the West Coast since 1948.

Eight hundred helicopter-borne troops from the Second Battalion of the Third Marine assault troops led Operation "Sea Jump" to a snappy start while 115 ships, 30,000 naval personnel and countless amphibious landing craft backed them up with reinforcements and simulated supporting fire. The 'copter-borne troops, preceding ground forces by half an hour, had been deployed on the "aggressor's" right flank within 15 minutes after the simulated atomic bomb was dropped.

Wave after wave of support troops swept ashore in the bouncing LVTs. Once ashore the greatest opposition came from "aggressor" jet planes that were strafing the beach from 50 feet off the ground. However, in spite of this aerial assault, the beach was secured within half an hour after the operation began.

Operation Sea Jump demonstrated that the troop and cargo carrying

YESTERDAY'S NAVY



First naval uniforms to be standardized were decided upon by the Marine Committee, 5 Sept 1776. Frigate *Constellation* launched, 7 Sept 1797. U. S. Naval Academy was returned to Annapolis, Md., September 1865.

SEPTEMBER 1953

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

helicopter is a valuable addition to ship-to-shore amphibious operations. Waves of whirlbirds operating from the carrier *uss Sicily* (CVE 118), landed fresh combat troops both in front of and behind the beach defenders to bring the "battle" to a quick end.

The maneuvers also demonstrated how the possible use of atomic weapons will bring about new techniques for use in future amphibious operations.

NATO's South Europe Defense

Sixth Fleet sailors in the Mediterranean are now hearing a new term applied to them—"Naval Striking and Support Force—Southern Europe."

The new NATO force is made up entirely of units of the U. S. Sixth Fleet and serves as the naval arm of NATO's Southern European defense forces under Admiral William M. Fechteler, USN, who assumes command as Commander-in-Chief, Allied Forces Southern Europe this month. (For a chart of the NATO structure in Europe, see ALL HANDS, September, 1952).



Admiral Fechteler

The new Striking Force takes over the duties of the former Commander, Allied Naval Forces, Southern Europe, a command which has ceased to exist.

Other NATO naval units in the Mediterranean, as well as shore and air installations and units, are included within another command, Allied Forces Mediterranean Command, headed by Admiral Lord Louis Mountbatten of the British Royal Navy. This Mediterranean Command is broadly responsible for the maintenance of all sea communications, including convoy escort work, and for anti-submarine warfare in the Med area.

As for the Sixth Fleet, its commander will continue to fly his flag in a Sixth Fleet flagship (at present, *uss Newport News*, CA 148). He will also have his own headquarters unit at Naples.

The Sixth Fleet, which includes fast heavy attack carriers, cruisers, destroyers and a variety of support ships, provides NATO's southern flank with a powerful, mobile weapon.

New Joint Chiefs of Staff Take Office



Admiral Radford



General Ridgway



Admiral Carney



General Twining

A number of changes have taken place in the top command of the armed forces. Here is a summary:

• **Chairman of Joint Chiefs of Staff**—Admiral Arthur W. Radford, USN, until recently Commander-in-Chief, Pacific and U. S. Pacific Fleet, replaces General Omar Bradley, USA, who has retired.

Admiral Radford has been identified for forty-one of his fifty-seven years with the US Navy. Born in 1896 he entered the Naval Academy in 1912 and graduated in 1916. Four years later he was at the Naval Air Station, Pensacola, Fla., for flight training. A tour of duty in 1921 in the Navy Bureau of Aeronautics followed by tours of sea duty with aviation units has made him one of the Navy's best qualified airmen.

From the start of World War II until 1943, Admiral Radford was director of Aviation Training of the Bureau of Aeronautics. He then went to the Pacific where he won two Distinguished Service Medals as commander of several fast carrier task groups. In 1945, he was ordered to duty as Commander Fleet Air at Seattle, Wash. and later became Vice Chief of Naval Operations in 1948. In April 1949 he was named Commander in Chief Pacific and U.S. Pacific Fleet by President Truman with the rank of Admiral.

Here are the other new members of the Joint Chiefs of Staff:

• **Chief of Naval Operations**—Admiral Robert B. Carney, USN, formerly Commander in Chief of the Allied Forces in Southern Europe. He replaces Admiral William M. Fechteler, USN, who in turn succeeds to the NATO command.

From the time of his graduation from the Naval Academy in 1916, Admiral Carney successfully followed the path of sea duty interspersed by rotational tours of shore duty that carried him from ensign to vice admiral. In August of 1950

the President nominated him for promotion to admiral while serving as Commander in Chief, U.S. Naval Forces, Eastern Atlantic and Mediterranean.

Admiral Fechteler who assumed Admiral Carney's previous NATO command will have under him, as commander-in-chief of Southern Europe's allied forces, considerable planning for defense of the allied southern flank, commanding allied land and air forces in the area (see article in column one).

• **Army Chief of Staff**—General Matthew B. Ridgway, USA, who will succeed General J. Lawton Collins, USA, graduated from the US Military Academy in 1917 and was assigned to the Infantry. Following Pearl Harbor he was designated assistant commander of the 82nd Airborne Division. He later assumed command of this division. He led the 82nd through the Italian Campaign and parachuted into Normandy in 1944. Since the war he has held several top-level jobs, among them command of the Eighth Army in Korea and that of Supreme Commander, Allied Powers, Europe. General Alfred M. Gruenther will assume the duties of Supreme Allied Commander Europe.

General J. Lawton Collins has been appointed as U.S. Representative on the Military Committee and Standing Group of the North Atlantic Treaty Organization.

• **Air Force Chief of Staff**—General Nathan F. Twining, USAF, graduated from the U.S. Military Academy, Class of 1918. During World War II he was successively Chief of Staff of Army Air Forces, South Pacific, Commander 13th A.F. South Pacific and in 1943 in command 15th A.F. Italy. General Twining became Vice Chief of Staff in 1950, a position he occupied until his appointment as Chief of Staff, Air Force. He succeeds General Hoyt S. Vandenberg, USAF, who has retired.



WOUNDED by enemy shrapnel, stretcher-borne patient from USS *James E. Kyes* (DD 787) is carefully transferred to USS *Manchester* (CL 83) for surgery.

Manchester Performs Surgery

A big ship is nice to have around—ask the destroyer USS *James E. Kyes* (DD 787). During the Korean fighting, *Kyes* had three crewmen seriously wounded by shrapnel in a battle with enemy guns in Wonsan harbor. The wounded men required immediate surgery. A small ship with a smaller sickbay, manned by one hospitalman, *Kyes* was unable to handle the operations.

So an urgent call to the cruiser USS *Manchester* (CL 83), which was then shelling Songjin 120 miles north, brought the big ship hurrying to a rendezvous. The wounded sailors were taken aboard by highline.

Once aboard *Manchester*, the men were operated on and given all the care to be found in a hospital ship. They expected to walk back aboard their old ship when they met again, thanks to *Manchester*.

Endicott Caught the Train

USS *Endicott* (DMS 35) is one of the latest Navy ships to be initiated into the "Trainbusters" club in the Korean theater.

The destroyer minesweeper is believed to have set a record by severely damaging three trains within the short space of 90 minutes. The ship also claims to be the smallest vessel to accomplish the feat of knocking out an enemy train in the Far East action.

The first train was sighted at 1845 attempting to sneak through an open

stretch near the city of Tanchon. The ship's guns opened fire and stopped the train. Three large secondary explosions soon erupted, engulfing the locomotive in flames.

Thirty minutes later, a second train was sighted but slipped into a tunnel before the gunners could man their stations.

At 1930 the same evening, the third train appeared. *Endicott* gunners immediately opened fire and halted the train with well placed five-inch shells. Secondary explosions mushroomed up and a number of boxcars toppled from the rails.

When a fourth train was sighted 22 minutes later, the sailors were convinced that every North Korean train was attempting to pass through the city that night. The gun crews quickly trained their sights on the latest one and inflicted heavy damage on it with numerous direct hits. Toll to the Communists: three trains damaged in an hour and a half.

Endicott is now on her third tour of duty in Far Eastern waters. She was one of the first ships ordered to Korea after the outbreak of hostilities in 1950.

During a previous minesweeping operation at Wonsan, she rescued more than 100 officers and men from the Minesweepers USS *Pirate* (AM 275) and USS *Pledge* (AM 277), when the two sweeps hit enemy mines and sank. Even while rescue operations were underway, *Endicott* had continued to fire her main battery at the enemy shore positions.

Rubber Drums Replace Steel

Something new in shipping containers has been evaluated by the Bureau of Ships and is now in production—drum-shaped, rubber containers. Soon to replace the familiar steel drums in certain cases, the rubber ones are made with piles of cord fabric and synthetic rubber molded into one piece.

The new drums are reinforced by one or more lifting cables, attached to "D" rings at both ends. Made with a cover of neoprene, they are resistant to weather and aging, and come with a variety of synthetic linings for different uses. Currently, the containers come in sizes of 55,600 and 2500 gallons.

The idea behind the development of these containers was to make a drum for shipping corrosive liquid chemicals. In addition, however, the new drum has a number of unusual features such as collapsibility, light weight and ruggedness.

Tests indicate that the drums are satisfactory for general use with petroleum fuels and are serviceable at minus 65 degrees Fahrenheit, although they lose much of their flexibility at minus 20.

From an operational standpoint, the greatest use of the drums should be in service where their weight and shock resistance can be put to best advantage—for example, air lifts, sea-to-shore landings, and for trucking and hauling purposes.

Door Bell Alerts for Gun Crews

A solution to the sometimes vexing problem of communications in Korea has been found—at least to the satisfaction of TSgt Ray W. Malburg, USMC.

As an 81mm mortar platoon sergeant in the First Marine Division, Malburg had been running into difficulty maintaining contact with his gun crews. Looking over the situation, he wrote home requesting, believe it or not—three good, loud doorbells.

When they arrived, Malburg's knowledge of electricity resulted in a sure-fire method of keeping in touch with the bunkers in his position. He supplied each sleeping quarters with one of his bells and controlled them through a master control board in his fire direction center.

"Those bells startle the daylights out of anyone caught unawares," says Malburg, "...and they sure do the job of alerting my crews."

Corpsman-Chaplain Combo

It's the "second time around" for a Navy chaplain now serving with the 1st Marine Division in Korea. His "first time around" was during World War II when he also served with a Marine Division—but as a hospital corpsman. The chaplain—and one-time third class pharmacist's mate—is Lieutenant (junior grade) Thomas A. Newman, Jr., USNR.

His World War II corpsman service was with the 3rd Marine Division in 1943-44. The "Third" at that time was slam-banging its way through the northern islands of the Solomons group.

As he was 10 years ago, Lieutenant Newman is still a "non-combatant." His battalion mates (2nd Battalion; 7th Marine Regiment) testify, however, that his actions during an assault are in the form of "very close support."

For example, take his activities during a front-line scrap. The occasion was when he joined the charge up Outpost "Vegas" alongside an assault force of Marines which regained the heights of the bitterly contested hill and held it.

Said the battalion commander: "Chaplain Newman's presence with Fox Company during the assault on Vegas was a wonderful inspiration to the Marines in the company."

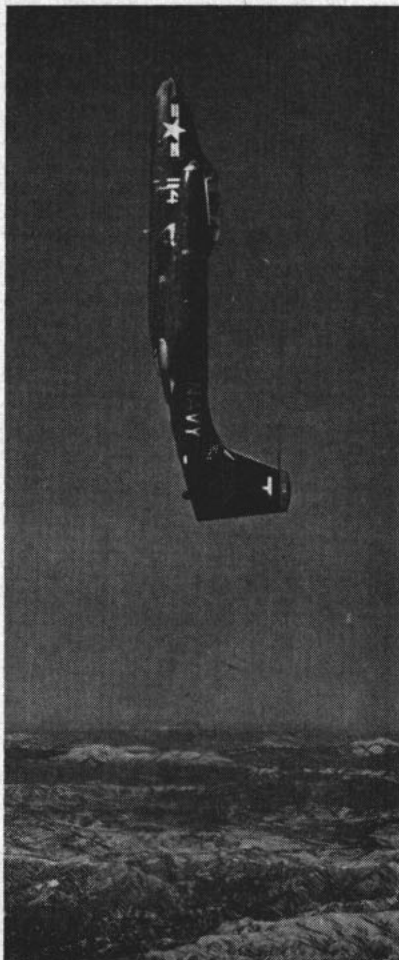
An HM2 serving with Chaplain Newman's group said "He's No. 1 with the troops." Remembering the chaplain's World War II assignment as pharmacist's mate, he continued, "Here on the battlefield of Korea he has greatly helped me and the other corpsmen in attending the wounded."

Under the enemy's heavy mortar and artillery fire on Vegas, the chaplain had gone from man to man on the hill, giving a word of encouragement here, offering a helping hand there—and performing his ministry to all. The following morning, when Fox Company was relieved by another company, Chaplain Newman helped bring the stretcher cases back.

That same afternoon Easy Company occupied Vegas. Once again the chaplain was out with them, remaining there until early the next morning.

In the battalion commander's words: "The Chaplain organized a 15-man working party to search all the slopes for wounded and dead.

"The next night he attempted to



JET 'BANSHEE'—member of 'Red Rippers' Squadron, climbs straight up over snow-covered Korean terrain.

go back to Vegas again, but one of my officers stopped him at a check point and told him he couldn't go. He hadn't had any sleep. As this officer turned his head for an instant to issue orders to Marines carrying supplies, the Chaplain slipped past. He was on his way back to Vegas."

—TSgt. James Coleman, USMC.

Plastic Tanks for Storage

The Bureau of Ships is experimenting with reinforced plastic tanks to use for fresh water and oil storage.

The experimental tanks, made of fiber glass reinforced with plastic, will be installed on five auxiliary motor minesweepers (AMSS 167-171) for tests.

In addition to being corrosion resisting and non-magnetic, the new tanks are from 30 to 40 per cent lighter than comparable metal tanks.

Capacity of the experimental installations range from 100 to 1687 gallons.

Island Rescue

A light cruiser, four destroyers and carrier-based aircraft joined forces during the recent evacuation of wounded United Nations servicemen from a small island 3000 yards from enemy gun positions.

Despite intensive enemy fire at close range, no ships or planes were hit and there were no U.S. casualties suffered during the rescue.

The wounded—three U.S. Marines among them—had been stationed on the island, tiny Taedo, located on Korea's northeastern coast.

First ship to move in was *uss James C. Owens* (DD 776) which stationed itself near the island to perform the actual evacuation. *uss Henderson* (DD 785) took position nearby to cover the operation. As a result of the enemy's heavy fire, other ships also got into the act. They were *uss Gurke* (DD 783), *uss Epperson* (CL 83).

By the time it was all over, the ships had sent some 600 rounds shoreward. The bombardment combined with the strafing support of Task Force 77 aircraft, silenced the enemy batteries—J. P. Maas, JOSA, USNR.

Skysweeper for Marines

The "Skysweeper," latest word in ground force antiaircraft weapons, is now being used by the Marines. First unit to be provided with the 75 millimeter automatic gun is the 1st 75MM Antiaircraft Automatic Artillery Training Battery, a part of the Force Troops at Camp Lejeune, N. C. Four "Skysweepers" form the battery.

Able to detect and track approaching aircraft up to a distance of 15 miles, the gun is capable of firing on and shooting down air targets at a distance of four miles. The gun's fast-action computer plays a key role in this operation.

Equipped as it is with radar, the gun can operate day and night in any weather, doing its job even when aircraft are hidden by a heavy cloud layer. The gun, developed by Army Ordnance, weighs 10 tons, is 25 feet long, eight feet wide and seven feet high.

It was late in World War II when developmental work was started on the new weapon. At that time the need was seen for a weapon to provide a defense against high-speed, medium-altitude aircraft.



VERSATILE 'Mighty Mite' plows through waters near Quantico, Va., Marine Base. Equipped with four pneumatic tubes, it doubles as amphibious 'vessel.'

Thick-Skinned Bomb

Lieutenant (junior grade) Martin E. Hardy, USN, considers himself a very lucky fellow. And rightly so, after the hazards he overcame bringing his *Panther* jet back after it had been hit by enemy fire over North Korea.

A veteran pilot of the "Blue Knight" fighter squadron from the carrier *uss Valley Forge* (CVA 45), Hardy was flying an armed reconnaissance flight 20 miles north of Wonsan when his plane was hit by enemy antiaircraft fire.

As he headed out to sea to estimate the damage, his troubles began to pile up. His wingman, Ensign Bill Barnes, USN, joined him and reported several holes in the fuselage. Adding to Hardy's troubles was the fact that a 250-pound bomb on his wing rack had jammed and he was unable to drop it despite every procedure to be found in the books and, a few he thought of at the moment.

Then he felt the rudder and aileron controls stiffen. This meant the plane's hydraulic system had been damaged. He knew then that he would not be able to slow down enough to land on the carrier, so he began searching for an airstrip.

Finding one in friendly territory, Lieutenant Hardy skillfully set his plane down, knowing that a hard bump could cause the bomb to dislodge and explode. Then, as the plane touched down, a tire on his landing gear blew out, but the pilot managed to keep the plane under

control and finally brought it to a stop.

It was not until he was on the ground that he fully realized how lucky he'd been.

An ordnanceman at the airstrip pointed to the bomb on the wing of the jet, where a jagged hole marked the spot where flak had penetrated the bomb casing.

80 Times Round-the-World

Flying a distance equal to 80 times around the world and spending 10 years in the air to do it is quite a feat. Although Lieutenant Robert M. Hurt, USN, of the Military Air Transport Service wasn't in the air continuously, he has averaged three hours flying time a day since 1944, to log this 2,000,000-mile record.

Lieutenant Hurt logged his ten thousandth hour of flying time this March. He accumulated his many flying hours through duty as flying instructor and as a pilot in air transport squadrons.

From January 1944, when he was commissioned, to January 1949, he served as a flying instructor at NAS Corpus Christi, Texas, and NAS Pensacola, Fla. Since then he has been attached to VR-3 at Patuxent River, Md., and Navy-MATS VR-6 squadron at Westover AFB, Mass., flying the MATS run to Frankfurt, Germany. He is presently attached to the Chief Pilot Division of Operations Directorate Headquarters, MATS, Andrews Air Force Base, Md.

Mighty Mite

A new jeep that is smaller, lighter and more flexible than the regular-type has been tested by the Marine Corps.

Called the "Mighty Mite," the new jeep looks like any other jeep except for its size. In spite of its short wheel-base, the Mighty Mite has a cruising speed of 50 mph.

One of the unique features of the new jeep is a locking device that assures power to any or all wheels only when they have traction. For example, one wheel can go completely "dead" and the other three will operate on their own power plus the added power that would have been used by the fourth wheel.

To demonstrate this feature, one of the Mighty Mites was driven around the proving grounds at Quantico, Va., on three wheels. The right rear wheel had been removed but the vehicle retained excellent balance even when traveling at brisk speeds.

Other features of the new jeep include:

An air-cooled, lighter-weight engine; a new steering mechanism that reduces driver fatigue and makes for safer driving by absorbing road shocks; two regular seats and two fender seats which can be converted to carry two litter patients; a 105mm recoilless rifle that can be mounted on it for use against enemy tanks; and ability to climb steep slopes.

The "Mighty Mite" is capable of deep-water fording. A kit has been developed for flotation that fits around the vehicle like a "giant inner tube" or "life preserver."

Navymen's Photos Win Prizes

The Navy walked off with second and fifth prizes in black and white entries in the Fourth Interservice Photo Contest and took second place honors in the color transparencies. The trophy for the highest number of points in the contest went to the Air Force which took six of the ten prizes.

Navy winners in the black and white division were:

- John J. Krawczyk, FC1, USNR, second place for his photo titled "Anchor Detail."

- John Paradiso, LCDR, USN, fifth place for his photo titled "Nutcracker Suite."

- In the color transparencies Clifford H. Sinnett, LT, USNR, took second prize for his "Japanese Fisherman."

Worcester's for Worcester

Navy men throughout the world are noted for their generosity and their willingness to aid anyone in distress. But the crewmen of the cruiser USS *Worcester* (CL 144) had a special interest when they learned that the city of Worcester, Mass., had been hit by a tornado.

The officers and men of the 14,700-ton cruiser expressed concern for the townspeople and requested an opportunity to help. To better express their sympathy, the crewmen of *Worcester* voluntarily contributed \$1005 to aid in the rehabilitation of the town.

A close relationship has existed between the city of Worcester and the cruiser by the same name ever since that ship was commissioned in June 1948. On almost every trip to Boston, the light cruiser has invited orphans, underprivileged children and others from the city of Worcester to come aboard for entertainment and refreshments. In return, Worcester folks have given parties and dances for the ship's crew.

New Marine Utility Uniform

The U.S. Marine will be sporting a new utility uniform this fall. Among the features of the new dungarees are the following:

- A new utility cap designed for smartness. The visor is made of two plies of fabric with an interlining of cotton duck to eliminate distortion following laundering. Shrinkage has been reduced to a minimum and it will be issued in five sizes instead of the present three.

- A new utility shirt designed on a pattern similar to a civilian-type sport shirt, with convertible collar, long sleeves, button-type cuffs and a fly front. There are two breast pockets with pointed flaps and a large slip (map) pocket inside under the left breast pocket. The old-style metal buttons have been replaced with bone buttons in the same color as the shirt.

- New utility trousers similar to the present cotton khaki trousers with a button fly front, two side pockets, watch pocket and two rear patch pockets.

Since the new uniform will be available only in limited quantities, it will still be permissible to wear the old-style dungarees, until otherwise directed.



'IN FOR FORTY' — Michael Mrlik, MUC, USN, is congratulated by VADM Turner Joy, USN, as he reenlists after completing 36 years in the Navy.

Navy Chief Musician Knew Sousa When —

Chief Musician Michael Mrlik just can't seem to get the Navy out of his system. After spending 36 years on active duty with the Navy, 35 of which have been with the Naval Academy Band, the chief recently shipped over for yet another four year hitch.

Chief Mrlik, born in Bohemia, came to the U.S. in 1906. He enlisted in the Navy during World War I with the rating of first class musician and served at the training station then at Pelham Bay, N. Y.

In August 1919, he was assigned to the Naval Academy Band. Although no longer an active instrumentalist, Chief Mrlik's job as Band Librarian makes him one of the most important members of the band. When new music comes in, Mrlik pens arrangements for each of the instruments in the 70-piece band.

A veritable music encyclopedia, you can ask him about any music — classical, popular or jazz — and he'll

tell you who composed it and more than likely will have a copy of it filed away somewhere.

Chief Mrlik says his interest in music began when he was a small boy. In his home in Bohemia, he was especially attracted by the marching music of the regimental bands which passed through the town. As a result, marching music has been his favorite through the years.

"One of the biggest thrills in my early days as a Navy musician," he recalls, "was to play under the baton of John Philip Sousa, who was then a Navy lieutenant commander." Sousa, leader of the Marine Corps Band from 1880 to 1892, penned such famous marches as "Stars and Stripes Forever" and "Royal Welsh Fusiliers."

The 62-year-old chief musician says that after his present four year hitch is up, he would like to go to college. And what is he going to study? You guessed it — music.

New Addition to Whirlybirds

A two-fold role is scheduled for the HOK-1, latest addition to the Navy's helicopter family. In addition to being a general utility 'copter, it can easily be converted to an aerial ambulance. While playing the latter role, it can carry, along with the pilot, two

litter patients and an ambulatory patient or medical attendant.

The HOK-1, a twin, intermeshing rotor aircraft, uses a system of aerodynamic servo controls. Small "servo flaps" mounted on each rotor blade are actuated by the pilot to control the rotors.

THE BULLETIN BOARD

Navy men in POW, Missing Status To Be Given Equal Consideration For Promotion by New Directive

Promotion of officers and enlisted men in a prisoner-of-war or missing status is dealt with in a recently issued Department of Defense policy directive. The various military departments have been directed to implement to the maximum extent possible—consistent with law—a joint policy which provides that those in a POW or missing status will be given equal consideration in selection and promotion with contemporary officers and EMs.

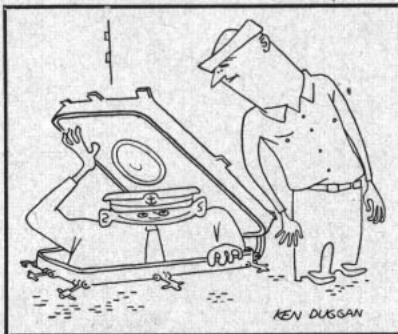
The fact that an enlisted man is in a POW or missing status will not deprive him of promotion to the next higher pay grade. On the contrary, he will be considered for promotion when he meets the time-in-grade and time-in-service requirements for the next higher pay grade.

All time served while in a POW or missing status counts for in-grade and in-service requirements. Those in this status will be promoted at the time such a promotion would normally occur if they were present for duty. No more than one promotion of this type will be effected during POW or missing status.

Another point of policy deals with promotion of EMs who have returned to U. S. Navy control. It concerns promotion to the pay grade "to which they presumably could have been advanced." Such a promotion will be considered as soon as the man is found fully qualified.

The time spent in a POW or missing status will "double back" for purposes of computing in-rate and in-service time requirements. For example, take a man who is promoted to PO2 while a POW and then spends three more years in a prison camp and is promoted to PO1 a month or so after his release. Two of those three years (one being "used up" for the PO2 to PO1 promotion) may be counted toward the time requirements for advancement to CPO.

Concerning commissioned and warrant officers, the directive states: "Their absent status shall not alone



"Yes, I just closed it, why chief?"

deprive them of opportunity for promotion above the grade in which last serving." It further states that these officers will be considered for promotion in a manner applicable to contemporary officers "unless otherwise prescribed by law."

In this last respect—there is a law dating back to 1864 which requires officers to pass physical examinations before they may be promoted. Consequently, the Navy Department is requesting legislation designed to ease the "physical exam before promotion" provision for officers in a POW or missing status.

First Three POWs Promoted Under New Advancement Policy

The first Navy men to benefit by the policy of advancing personnel in a POW or missing status, were two hospital corpsmen and a Naval aviator. Thomas H. Waddill, HN, USN, and Thomas A. Scheddel, HN, USN, were promoted to HM3 and Ensign Marvin S. Broomhead, USNR, was promoted to lieutenant (JG).

Waddill and Scheddel were corpsmen attached to the First Marine Division in Korea. Waddill was reported as missing in action 26 March 1953, while Scheddel was reported missing in action on 7 Feb 1953.

Lieutenant (junior grade) Broomhead was forced to crash land his damaged aircraft behind enemy lines on 8 Feb 1952, and spent 15 months as a POW.

The three men were promoted when they returned to U. S. military custody on 24 April 1953.

Clothing, Small Stores Prices Announced for Fiscal Year 1954; Your New Sea Bag Will Cost Less

The new prices enlisted men and women will pay for clothing and small stores items during fiscal year 1954 (ending 30 Jun 1954) became effective 1 July 1953, or on the date their station or ship officially received the new price list, whichever was later.

The monthly cash clothing maintenance allowances will not be changed during fiscal 1954, remaining at \$4.20 basic and \$6.00 standard. Male chief petty officers will continue to receive the \$300 special initial allowance, plus \$7.20 monthly maintenance allowance. Initial clothing allowances for men and women recruits have been somewhat reduced in line with the reduction in prices.

If you should buy a complete new seabag issue, such as received by men recruits, you would find the price lowered by \$1.75, from \$165.50 to \$163.75.

The largest single price reduction for men amounts to 75 cents on overcoats. The new price is \$24.25 instead of \$25. Dress blue jumpers are down from \$9.50 to \$9.05 and undress blue jumpers were upped a dime. Shoes, black or brown, low, are down 20 cents. Most changes amount to five and ten cents.

New Training Courses For Navy Journalists

Navy journalists who have been waiting for a training course can now look forward to having something definite to study in preparation for the exams for advancement in rating.

The Navy Training Course, *Journalist 3 and 2*, NavPers 10294 is now available. This manual covers the qualifications required for advancement to J03 and J02.

The *Armed Forces Newspaper Editors' Guide*, NavPers 10293-A was printed in 1952. Both the training course and Armed Forces Newspaper Editors' Guide should be available to personnel from their Information and Education Officer, or their training officer.

Processing of Claims of POWs Is Carried Out At Rate of 2500 Week

Claims filed by former prisoners of World War II with the War Claims Commission for compensation under Public Law 303 (82nd Congress) are being paid off at a rate of 2500 claims a week.

Public Law 303 is the law that amended the War Claims Act to provide additional compensation of \$1.50 per day for Americans held prisoner and subjected to "uncompensated forced labor" or "inhumane treatment" while held captive.

The claim forms for filing under this law were first released in August 1952. At that time, forms were mailed to the address on record at the Commission of every American POW who had previously filed a claim for the former "\$1.00 a day" POW benefit as provided by Public Law 896 (80th Congress). In addition, bulk shipments of the claim forms were mailed to state departments of Veterans Affairs, regional offices of the Veterans Administration, recognized veterans organizations and departments of the American Red Cross.

As a result of sending out so many of these claim forms, the War Claims Commission was swamped with thousands of claims in the return mail. Approximately one-third of the POW claims (about 45,000) were received by the Commission almost immediately after the forms were sent out and by late September, more than one-half of the 117,000 POW claims had been filed.

The Commission immediately went to work on the task of analyzing these claims. The claim number originally assigned under Public Law 896 was reassigned under Public Law 303 to facilitate filing of the new claim. However, it was decided by the Commission to authorize the payment of claims in order of the date received. Therefore the WCC claim number bears no relationship to the date upon which a claim will be settled.

By settling claims in the order they are received, the Commission has worked out a schedule of payments at the rate of 2500 claims a week. On this basis more than 72,000 were settled by 30 June 1953.

Although the deadline for filing a

claim (9 April 1953) has passed, processing of claims continues and it is probable that all will be settled by the close of the current calendar year.

Regulations Established for Navymen Traveling in Drafts

Regulations concerning travel by Navymen in drafts on public carriers are covered in BuPers Instruction 1626.7.

The new directive cancels BuPers Circ. Ltr 34-49 on the subject. It gives instructions and sample orders, and specifies the required rank or rating of persons to be placed in charge of various sized drafts and their responsibilities. Personnel to be designated in charge of drafts as follows:

- More than 100 men — A commissioned officer is placed in charge, assisted by petty officers and hospitalmen.
- 50 to 100 men — A warrant officer or CPO is in charge assisted by PO and hospitalman.
- 25 to 50 men — Chief petty officer is in charge.
- 10 to 25 men — PO2 or higher in charge.
- Less than 10 men — A PO or other enlisted man is in charge.
- Air Travel — A member of the draft is in charge.

What's the Toll Paid for Aircraft Using Turnpike?

Chief Aviation Pilot Robert W. Hardy, USN, has become the first pilot to use the 118-mile New Jersey Turnpike for a landing field.

Chief Hardy told State Troopers, who raced to the scene within minutes after he landed, that he was ferrying the helicopter to the Naval Air Station at Lakehurst, N. J. He was forced down by bad weather and landed on the 150-foot wide grass strip that runs down the center of the turnpike.

Since provisions had not been made for paying toll to aircraft using the turnpike, Chief Hardy wasn't required to pay for his brief use of the highway. When the weather improved, he climbed back into the 'copter, waved good-bye to wide-eyed motorists, and flew off.

Ordering 'Whatzis' Simplified For Storekeepers After Taking Courses at San Diego, Newport

When a requisition comes through the Supply Department of a ship or station, the question usually asked by the storekeeper on duty is "How many?" But when the storekeeper working in a "Repair Parts Section" takes an order for material, he often has to ask "What is it?"

The storekeeper rating is listed under the "Clerical and Administrative" rating group. However, when an SK works in a Repair Parts Section, he often finds himself doubling as a technician. By the same token, electronics technicians and gunner's mates often spend a lot of time in the Supply Department storerooms identifying repair parts peculiar to their jobs.

To overcome this problem, the curriculum at the Class "A" Storekeeper Schools at San Diego, Calif., and Newport, R. I., has been extended from nine to 15 weeks. In the extra six weeks, students will receive training in "Repair Parts Supply" in addition to the normal nine weeks covering "General Stores," "Ship's Stores," "Clothing and Small Stores" and "Provisions."

In the past, the only formal training given in repair parts supply has been at the Class "C" Storekeeper School at Newport, R. I. This school will continue to function as a six-week course in "Repair Parts Identification," "Publications and Records" and "Reports Afloat."

The added training at the Class "A" schools will equip the storekeeper to do his job afloat by giving him a working knowledge of the appropriate repair parts publication.

Through actual use in the classroom, storekeepers will be taught the ins and outs of such supply manuals as the *Catalog of Navy Material*, *Master Cross Reference List*, *Master Cross Index* and *Electronic Material Cross Reference*.

The student is shown the value of placing correct and complete information on the initial requisition for repair parts. This not only reduces the time between request and receipt, but means less correspondence and fewer requisitions bouncing back for "more information."

Enlisted Waves at the schools receive the same instruction.

Answers to Your Questions on Different Types of Leave

WHAT are the rules governing leave — advance leave, excess leave, emergency leave and reenlistment leave? What is the correct information on the forfeit and loss of leave when accumulated in excess of 60 days?

The number of questions like this received by ALL HANDS on leave and liberty indicates some confusion on the subject. The following discussion may help to clarify the subject.

The Navy authorizes COs to permit officers and enlisted personnel to take leave to which they are entitled in accordance with the Armed Forces Leave Act of 1946, *to the extent consistent with service requirements and other exigencies*. In other words, its up to your commanding officer to authorize any leave you take. He in turn is governed by basic regulations contained in the *Bureau of Naval Personnel Manual*, plus the conditions that

exist at your activity at the time you put in for your leave.

One reader writes in asking if it is customary for commanding officers in overseas areas (the Korean theater excepted) to place restrictions on regular leave?

The Navy says: In the event a regular request for leave is not consistent with service requirements and other exigencies, a CO may curtail or restrict such leave until the current situation or work schedule which necessitates such curtailment is resolved. The authority for this is Part C, Chapter 6, *BuPers Manual*.

What about accumulating leave in excess of 60 days? Can you do it?

Here is BuPer's answer to that one: Earned leave may be in excess of 60 days *during the fiscal year* but must be reduced to 60 or below *by the beginning* of the next fiscal year, or by the time you are separated from the naval service. In other words, if you start off a fiscal

year (a "fiscal year" begins 1 July) with 60 days to your credit, you may accumulate additional leave credit during that year, but the total leave accumulated in excess of 60 days must be used before the end of that fiscal year (the following 30 June), or be forfeited.

If you are on a normal tour of shore duty and allow your leave credit to accumulate, you are liable to lose some of your leave if you are transferred to overseas duty and have more than 60 days credit. Your overseas billet may make it impossible for your new CO to grant leave because of the needs of the service or other exigencies.

If you are ending a tour of shore duty and expect to get sea duty orders soon, a maximum of 10 days leave may be written into your orders. This up-to-10-day's leave is authorized for enlisted personnel by Art C-6104 *BuPers Manual*. But you must request it. It's a good idea to take it if your total leave credit on the books is close to 60.

Will you receive pay for unused leave in excess of 60 days upon discharge?

The answer to that one is "No." The amount in excess of 60 days is forfeited upon separation and is lost. Neither is the payable in bonds or cash. Cash settlement for unused leave up to 60 days is payable in a lump sum at time of separation of both USN and USNR personnel.

Some Navymen confuse *advance leave* with *excess leave*. There's a difference. Advance leave is leave granted in advance of accrual. Advance leave cannot exceed the number of days that can be expected to be earned during the remaining period of obligated service.

Cases in which advance leave may be granted are:

- Not to exceed 30 days in connection with reenlistment leave and emergency leave, and up to 15 days in connection with annual leave. Reenlistment leave should normally be granted immediately following the date of enlistment or reenlistment if that is consistent with the needs of the service. The total of such leave cannot exceed 90 days.

Detailed instructions for granting reenlistment leave, including proceed time and travel time in carry-

WHAT'S IN A NAME

"Trodì"

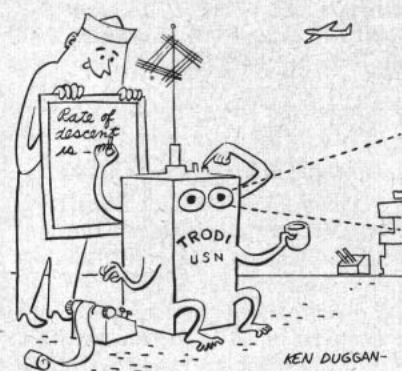
"Trodì" is an electrical-optical device that gives instant data on how fast an airplane "hits the deck." The instrument takes its name from the initial letters of the words that describe its function—"Touchdown Rate Of Descent Indicator."

Successfully tested aboard USS Midway (CVA 41) on the FJ-2 Fury jet and other Navy fighter planes, the new instrument recorded in a few landings results that would have required several days with the old photographic method.

Portable and easy to handle, the instrument measures the rate of descent of aircraft and helps engineers evaluate landing characteristics of airplanes controlled by automatic or manual systems. It also aids instructors teaching student pilots safe landing techniques.

All new Navy planes must be tested for rate of descent before they are placed in regular operation. Formerly, in carrier landings with an experimental plane, a pilot would not know, until the photographed data had been processed, if he had come in for a landing at the correct rate of descent. With Trodì's rapid "brain," the information is ready for the pilot as soon as he steps from the cockpit. The new device is accurate within 0.4 feet per second.

Trodì operates by sending out two parallel beams of light through which an ap-



proaching airplane must pass. The beams are thin vertically and wide horizontally. A mirror system on the incoming plane cuts the top beam, reflecting the light back to a photo-electric cell, which starts an electrical charge into a condenser. The descending airplane then cuts the second and lower beam, reflects it, and stops the charge going into the condenser.

The electrical charge stored during the interval between beams is quickly translated by Trodì from voltage to rate of descent in feet per second. The Trodì operator reports the progress of the descent to the landing signal officer and to the pilot.

ing out a permanent change of station orders, are contained in Art C-6303, *BuPers Manual*.

- Up to 30 days advance leave may be granted as *emergency leave*. Total emergency leave may not exceed 90 days, including a maximum of 30 days advance leave.

Excess leave as defined by *BuPers Manual* may be granted only by the Chief of Naval Personnel and then only under exceptional circumstances. Excess leave when granted is in addition to annual leave earned and advance leave taken. Excess leave is subject to checkage of pay and allowances. That means your pay is stopped until all the excess leave is repaid. For complete details on the subject of excess leave, see Article C-6205 and C6302, *BuPers Manual*.

- Recruits in training at Naval Training Centers may receive leave in advance of accrual. However, the amount of such advance leave is subject to BuPers directives issued from time to time. At present, the maximum is 14 days.

Some Reservists believe that when they return to active duty—voluntarily or involuntarily—they automatically receive 30 days leave. Not so. They are probably confusing leave with the policy of permitting Reservists at least a 30-day “grace period” before they report for active duty.

Such a grace period, of course, is without pay, since they are still in an inactive duty status. Once a reservist is on active duty, however, and a situation arises which warrants emergency leave, he may apply for advance leave just like anyone else.

“Several enlisted men who reenlisted on board my ship were not granted reenlistment leave for several months. Is it not correct,” asks one sailor, “that when a man reenlists he shall be granted his reenlistment leave within 90 days?”

The assumption that reenlistment leave must be taken within 90 days after reenlistment is incorrect. Although reenlistment leave should normally be taken at the time of reenlistment, it may be taken later but should commence on the earliest date practicable during the new enlistment.

Incidentally, if a member carries over 60 days’ earned leave from the previous enlistment, he may take up

to 90 days’ reenlistment leave (60 days earned leave plus 30 days advance leave).

Liberty and *leave* are sometimes confused too. Liberty is granted by COs for periods up to 48 hours and is never charged against leave credit. Another point: Liberty and leave cannot be granted together in order to extend the period of leave. However, as much as 72 hours’ liberty may be granted by commanding officers when the period includes a national holiday proclaimed by the President and upon other occasions when authorized by the Secretary of the Navy.

These are a few of the most common questions received by ALL HANDS concerning leave and liberty. There are others—maybe the one you have in mind right now wasn’t answered here.

If not, the place to look for the answer is Part C, Chapter 6 of *BuPers Manual*. It’s a big book but it has all the answers.

New Correspondence Course For Hospital Corpsmen

A new Medical Department correspondence course, *Pharmacy and Materia Medica* (NavPers 10999), is now offered by the U. S. Naval Medical School. The course is designed primarily for the enlisted members of the Hospital Corps, on active and inactive duty.

It consists of eight assignments, using objective-type items. The course is evaluated at 24 points for purposes of Naval Reserve promotion and non-disability retirement.

Application for enrollment should be made on form NavPers 992, addressed via official channels to the Correspondence Training Division, U. S. Naval Medical School, National Naval Medical Center, Bethesda 14, Maryland.

2507 Warrant Officers, CWOs And Temporary Commissioned Officers Advance in WO Grades

BuPers has announced that 2507 warrant officers and commissioned warrant officers of the Regular Navy and Naval Reserve and temporary commissioned officers, USN, who hold permanent WO commissions, have been recommended for promotion to or advancement in commissioned warrant officer grades.

These promotions will be effected in increments according to seniority and as vacancies occur.

Here is a breakdown of the total:

- 1250 W-2 commissioned warrant officers, both USN and USNR, on active duty, recommended for promotion to W-3.

- 779 W-1 warrant officers, both USN and USNR, on active duty, recommended for promotion to W-2.

- 38 W-3 permanent commissioned warrant officers serving temporarily as ensigns or above in USN, recommended for promotion to W-4.

- 49 W-2 permanent commissioned warrant officers serving temporarily as ensigns or above in USN, recommended for promotion to W-3.

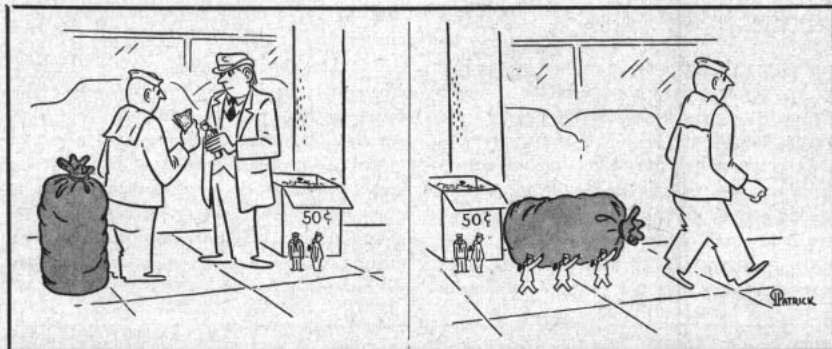
- 3 W-3 commissioned warrant officers of USN or USNR, on active duty recommended for promotion to W-4.

- 36 W-1 warrant officers of inactive Naval Reserve, recommended for promotion to commissioned warrant officer, W-2.

- 348 W-2 commissioned warrant officers of inactive Naval Reserve, recommended for promotion to W-3.

- 4 W-3 commissioned warrant officers of inactive Naval Reserve, recommended for promotion to W-4.

Inactive Naval Reserve officers considered and selected were those who have maintained a “participating status” in Naval Reserve inactive duty training.



Here's Report on Service Obligation of Men on Active Duty

If you're like many Navymen, you may have become unduly alarmed about your future because of loose talk you've heard about the "new" Reserve Act. Judging from many of the letters received by ALL HANDS, much of the scuttlebutt you've heard is all wrong. Here's the word for Regulars and Reservists on active duty.

First of all, you should realize that the Armed Forces Reserve Act of 1952 (AFRA) is only a part of the picture. Chances are, you've already come in contact with the other portion—the Universal Military Training and Service Act (UMT&SA).

UMT&SA is the nation's draft law, passed by Congress and approved by the President. Selective Service is responsible for the administration of many of its provisions. It is because of this law that you are liable for service on active duty with one of the armed forces when you reach the age of 18½.

However, for purposes of this dis-

cussion, UMT&SA is important because it required every male under 26 years of age who initially entered one of the armed services AFTER 19 June 1951 to assume an eight-year military service obligation. No distinction is made between Reserve or Regular in this respect, nor whether you enlisted, were inducted or appointed.

Note that date—19 June 1951. It's important to you because it determines the extent of your military obligation. If you are a Reservist and entered the Navy or any of the other armed forces BEFORE 19 June 1951 you need read no further. Barring a war or national emergency declared by Congress, your obligation ends with the expiration of your current enlistment, as extended.

If you enlisted in the Regular Navy before that date and are serving your normal enlistment on active duty you, too, will have no further military obligation at the end of your enlistment, as extended.

The situation is different if you are USN and served less than three years on active duty between 23 June 1948 and 19 June 1951. Chances are, you were released (not discharged) from active duty for reasons of dependency or hardship, or were discharged from your enlisted status in order to enter certain officer candidate programs. In either event, you will be required to serve an additional period of five years in the Naval Reserve. It is not necessary to associate with an accredited training program but your five-year obligation will be reduced in length if you do so.

If you entered military service for the first time AFTER 19 June 1951, either as a Regular or as a Reservist, you have an eight-year military obligation. It can be fulfilled by service in the Regular Navy or the Naval Reserve, or a combination of both. This means unless you're planning on at least eight years of active duty, you can anticipate a hitch in the Naval Reserve.

You'll notice UMT&SA has said *who* must serve eight years. AFRA tells *how* it may be served.

That's a very brief outline of the situation. It isn't the whole story, of course. Here are some of the questions and answers about the Armed Forces Reserve Act and related subjects that ALL HANDS has found to be of greatest interest to Navymen:

• *I've heard a lot of talk about the Ready and Standby Reserve. What's the difference?*

All Reservists are now placed in one of three broad categories—Ready, Standby and Retired. These designations are used primarily to indicate their vulnerability for recall to active duty.

If you're a Ready Reservist, you'll be liable to mobilization: 1) When the President proclaims a national emergency; 2) When Congress declares a national emergency or war; or 3) When otherwise authorized by law.

As a member of the Standby Reserve, you will be less liable for recall to active duty. A Standby Reservist may be mobilized only when Congress declares a national emergency or war, or when otherwise authorized by law.

If you're placed in the Retired

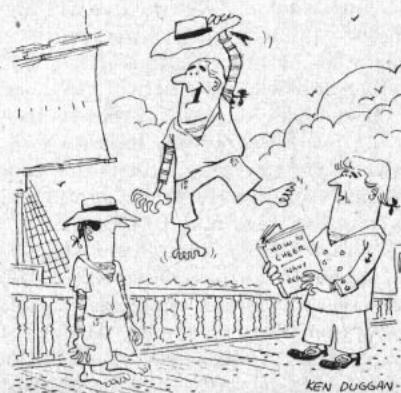
WAY BACK WHEN

Cheers

In the early days of the American Navy, cheering was a generally accepted personal honor. Here is one set of instructions printed in 1824 giving directions for standing by to salute or cheer when necessary:

"In manning the rigging for cheering, the people should be chosen for their size, to stand together or on the same ratlines, observing the space of two or three ratlines between each. The men should be dressed alike. The marines at the same time should be drawn up on the gangway without their arms. After the three cheers have been given, if the Commodore returns the same number, it must be answered by one; if he returns but one no further notice is to be taken, and the people called down."

Cheers were also given when distinguished passengers left the ship and for changes of command. When advance notice could be had of the visit of a distinguished personage, on his passing close aboard all hands were ordered to "clean themselves." Then at the words "lay aloft," all hands would jump to the rigging and cluster on the topmast cross-trees and the top-gallant masthead. On the second command, "Lay out upon the yards," the men would spread out each way, supporting themselves by means of life lines fastened to the lifts and masts. At the order



from the deck to "Cheer," the men took off their hats and waved them during the three cheers.

Checking back through early editions of Navy Regs shows that cheering was prohibited as far back as 1865. At that time Article 105 stated: "Cheers shall never be given to any officer or man, on joining a vessel of the Navy, or while attached to, or being detached from her." Since that time cheering has gradually disappeared as a custom. Today, it is not mentioned in Navy Regs.

Reserve, you'll have the same mobilization liability as a man in the Standby and may be recalled to active duty under the same conditions if qualified.

• *Suppose I don't want to be a Reservist?*

That's too bad. If, for any reasons of your own, you object to the idea of belonging to the Naval Reserve, you can stay on active duty in the Regular Navy for eight years if you wish. In any event, the law says if you entered the armed forces for the first time after 19 June 1951 and were under 26 years of age at that time, you've got eight years military obligation.

If you're concerned that membership in the Naval Reserve will conflict with your personal affairs, you are worrying needlessly. Active participation in Naval Reserve drilling units is strictly voluntary. However, such participation will afford opportunities for further training and advancement. Active participation in pay units (formerly known as the Organized Reserve) however, usually requires only 48 drill periods per year, plus two weeks active duty for training. Membership in a non-pay unit (formerly known as Volunteer Reserve) usually means 24 drill periods per year with no annual training duty required.

• *I will soon be released after four years of active duty. In what category will I be placed?*

You will be automatically assigned to the Ready Reserve status. You'll receive a notice to that effect.

• *I'm a Reservist. Recently I've noticed the letter "R" after the abbreviation USNR on official correspondence. What does that mean?*

It means that you're in the Ready Reserve. Most of the provisions of the Armed Forces Reserve Act went into effect on 1 Jan 1953. At that time, Reserve designations such as O, O2, V1, V2, V6, etc., were discontinued and in their place the following classifications were adopted for both officers and enlisted personnel:

- USNR-R Ready Reservist (active status)
- USNR-EV Ready Reservist (active status)
- USNR-S1 Standby Reservist (active status)
- USNR-S2 Standby Reservist (inactive status)

USNR-Ret Retired Reservist (retired status)

• *How do I qualify for the Standby Reserve?*

To qualify, you must have:

- 1) Served on active duty in the armed forces for not less than five years; or
- 2) Served on active duty in one of the armed forces for not less than 12 months between 7 Dec 1941 and 2 Sept 1945 and for an additional period of not less than 12 months after 25 June 1950; or
- 3) Served as a member of one or more Reserve components for not less than eight years after 2 Sept 1945; or
- 4) Served on active duty for less

than five years and satisfactorily participated in an accredited Reserve training program for a period which, when added to the period of active duty, totals at least five years.

As transfer is not automatic, you'll have to submit a request for such a move. If qualified, and you're an enlisted man, ask the command that holds your records for NavPers Form 3093. If you're an officer, ask for NavPers 3092.

• *I understand that transfer to the Standby Reserve means that I won't have to attend Reserve meetings or participate in drills. Is this correct?*

IT IS NOT. Get this straight: Placement in the Ready or Standby

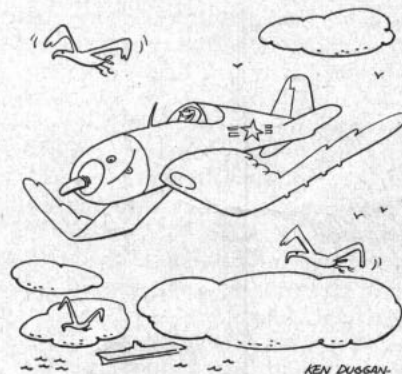
Navy's F4U Corsair is Still First-line Combat Plane

The delivery of the last F4U Corsair to the Navy this year points up a great era in military aviation — the era of the propeller-driven fighter. The Corsair, world's fastest fighter when it first flew in 1940, has remained a first-line military aircraft longer than any plane in history.

The combat days of the historic "bent-wing" plane are not over, however. Although it has been replaced by jets as a high-altitude fighter, the Corsair still rates high as an effective, first-line combat aircraft in Korea. Able to carry an armament load greater than jets, and to stay on target far longer, the F4U is a practical and potent weapon. One even shot down a Russian MIG-15.

In its 15-year span from the drawing board to the present, the Corsair has notched a variety of firsts. An F4U was the first fighter to top 400 mph in level flight with full military equipment; the first plane to house a 2000 h.p. engine; and the first to outperform the swift Japanese "Zero."

The U.S. Marines were the first to take Corsairs into action. From 13 Feb 1943, when Marine Fighter Squadron 124 took the Corsairs into combat at Guadalcanal until the Japanese surrender, F4Us flew 64,000 sorties. By VJ-Day, F4U pilots had shot down 2140 enemy planes in aerial combat and lost only 189 of their own — a ratio of better than 11 to one. No doubt this high score attributed to the nickname given the Corsair by the Japanese — "whistling death."



A large number of Corsair variants evolved during the fighting from Guadalcanal to Okinawa. Included were a clipped wing version, the F4U-1B, the cannon-packing F4U-1C, the bomb-carrying F4U-1D, and the F4U-1P photo plane. A night fighter, the F4U-2 had also been added to the series. F4U-2s carried out strikes from the aircraft carriers *Essex*, *Hornet* and *Intrepid*.

These earlier variants were followed by the F4U-4, F4U-5, F4U-5N, and F4U-5NL (a winterized version inspired by the frigid Korean air war). The last model built for the Navy was the AU-1, a low-altitude attack version that reached the Korean front last summer.

The newest F4U, the F4U-7, is now being used by the French Navy. It is a high-altitude fighter. Thus, in this final production model, the Corsair completes the cycle: From fighter to dive-bomber, to fighter-bomber, to attack plane and back to fighter.

categories has no relation to the extent of participation in Reserve activities required of you.

If, for example, you are placed in the Ready Reserve in the active status pool (i.e., not participating in a drilling unit—equivalent to what was formerly known as the Volunteer Reserve), this action does NOT mean that you must attend drills or participate in annual training duty.

On the other hand, if you're placed in a drill pay status IN A PAY UNIT and your request for transfer to the Standby Reserve is granted, you will still be required to attend drills and participate in annual training duty so long as you voluntarily remain a member of such a unit.

Thus, placement in Ready or Standby Reserve determines your vulnerability for recall to active duty; placement in a drilling unit, either in pay or non-pay status, determines the amount of participation required whether Standby or Ready. Membership in a drilling unit while highly advantageous to both the Navy and to you, is not compulsory; it can only be accomplished at your request.

• *If I belong to a pay unit and maintain the skills I learned in the Navy, won't I be more liable to be recalled to active duty than if I do not participate?*

No. In the first place, any future recall will be based upon membership in the Ready or Standby Reserve. Furthermore, it is the present policy of the Navy Department that all Naval Reservists who were separated from active military service (other than active duty for training or temporary active duty) as Regulars or Reserves since 25 June 1950 will not be ordered involuntarily to active duty during the present emergency.

In this connection, it might be well to remember that, if a war or

national emergency is declared in the future by Congress, any Reservist can be ordered to active duty until six months after the war or emergency ends. This is not a new provision. Even Retired Reservists can be ordered to active duty under such circumstances.

• *Will my rating have any influence on possibilities for future recall?*

Probably. As in the past, orders to active duty are and will be based upon the needs of the service. Assume, for example, that you're an ET3 in the Standby Reserve at the time Congress declares a state of emergency or war. After all of the ET3s in the Ready Reserve have been called to active duty, you will then be vulnerable even though some other ratings in the Ready Reserve have not yet been ordered to active duty.

• *I'm a USNEV. What effect does the Reserve Act have on me?*

If you entered between 24 June 1948 and 19 June 1951, both dates inclusive, and have served one year on active duty, you must serve an additional six years in the Naval Reserve. Incidentally, when you're in the Reserve, you're no longer a USNEV. You're a USNREV.

• *As a USNREV, must I actively participate in the Reserve program?*

Unless you have completed 12 months or more of active duty after your transfer to the Naval Reserve, you are required to associate with an accredited training program if one is available and will not result in undue hardship to you.

• *What effect does the Reserve Act have on the length of active duty I must serve?*

None. At present, the release schedule for Regular Navy and Naval Reserve enlisted personnel from active duty is contained in BuPers Inst. 1910.5A, 19 Mar 1953.

In brief, this provides that non-veteran enlisted Reservists who were not receiving drill pay when ordered to active duty and who reported before 0001, 1 July 1953, must serve 22 months on active duty. Enlisted non-veterans who were receiving drill pay when ordered to active duty, as well as those Reservists who were not receiving drill pay when ordered to active duty and who reported after 0001, 1 July 1953, must serve 24 months on active duty.

Regular Navy enlisted personnel



"You win. It wasn't just a rain cloud."

must serve the term of their enlistment, as extended.

Details may be found in ALL HANDS, June 1953, page 50.

• *I'm a Reservist and expect to be released from active duty after serving 22 months. Am I liable for induction by Selective Service?*

Again, this is not determined by the Reserve Act. You will not be subject to induction during the present emergency because the UMT&SA has provided that "each person... shall serve an active duty for a period of 24 consecutive months UNLESS sooner released, transferred or discharged in accordance with procedures established by the Secretary of Defense..." This includes you.

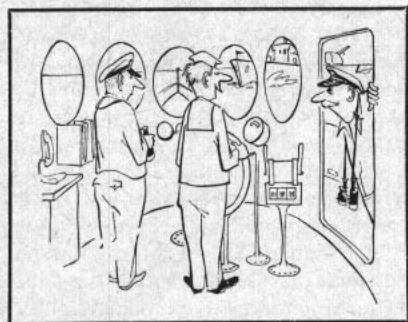
EMs and Officers Enroll in Correspondence Courses

A recent tabulation reveals that there are 162,001 officers and men from the various services enrolled in Navy correspondence courses.

This figure includes 51,780 enrolled in officer correspondence courses and 110,221 enrolled in enlisted correspondence courses.

Broken down according to administering activity, the courses are distributed as follows:

Naval Correspondence Course	
Center, Brooklyn, N. Y.	158,490
Naval Submarine School,	
New London, Conn.	144
BuMed (Dental) & Naval	
Medical School, Washing-	
ton, D. C.	1,392
Naval Intelligence School,	
Washington, D. C.	706
Naval War College,	
Newport, R. I.	1,269



"Say 'please'!"

—H. S. Geisenheimer, ENS, USNR

Latest Motion Pictures Scheduled for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the U.S. Navy Motion Picture Exchange, Bldg. 311, U.S. Naval Base, Brooklyn 1, N.Y., is published for the convenience of ships and overseas bases. The title of each picture is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in June.

Films distributed under the Fleet Motion picture plan are leased from the motion picture industry and are distributed free to ships and overseas activities. Films leased under the plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits of Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

I Love Melvin (1192) (T): Comedy; Donald O'Connor, Debbie Reynolds.

Desert Rats (1193): War Drama; Robert Newton.

Rebel City (1194): Crime Drama; Bill Elliott, Marjorie Lord.

Off Limits (1195): Comedy; Bob Hope, Mickey Rooney.

Farmer Takes a Wife (1196) (T): Romantic Drama; Betty Grable, Dale Robertson.

Small Town Girl (1197): Musical; Jane Powell, Farley Granger.

The Glass Wall (1198): Drama; Vittorio Gassman, Gloria Grahame.

The Blue Gardenia (1199): Murder Mystery; Anne Baxter, Richard Conte.

The Juggler (1200): Melodrama; Kirk Douglas, Milly Vitale.

Remains to be Seen (1201): Mystery-Comedy; June Allison, Van Johnson.

Salome (1202) (T): Drama; Rita Hayworth, Stewart Granger.

The Glory Brigade (1203): War Drama; Victor Mature, Alexander Scourby.

Count the Hours (1204): Melodrama; Teresa Wright, MacDonald Carey.

The Naked Spur (1205) (T): Western Melodrama; James Stewart, Robert Ryan.

It Happens Every Thursday

HOW DID IT START

Good Conduct Medal

The award of the Good Conduct Medal, as we know it today, began in 1888. But the award really had its beginning 23 years earlier under another name, "the honorable discharge badge."

In those days, petty officers and persons of lower rates, who received an honorable discharge, were authorized to wear a fouled anchor on the left sleeve of their jacket. This badge certified that the man had served his enlistment with "fidelity, zeal and obedience." For each additional honorable discharge, a star was added to the badge.

Then in February 1870, an award called the Good Conduct Medal was issued. This medal also acknowledged the service of honorably discharged men and those who were discharged with a Continuous Service Certificate and who were recommended by their commanding officers. The medal consisted of a nickel Maltese Cross bearing the words "fidelity, zeal and obedience" in the center and the recipient's name engraved on the back. The cross was suspended by a red, white and blue ribbon.

In August 1888, these medals were called in and cancelled. The present medal was then adopted and issued subsequently.

Various changes have been made from time to time regarding requirements for the medal and privileges accorded to its holder. By an Executive Order in 1902, pay for each Good Conduct Award was granted at the rate of 75 cents per month. This was increased to 82½ cents per month in



KEN DUGGAN.

1908, but was later discontinued by an act of 10 June 1922.

Good Conduct Medals and Clasps are issued by the Chief of Naval Personnel. The medal is issued as the first award. Following awards are issued in the form of clasps, worn on the suspension ribbon of the medal. A bronze star is worn on the ribbon of the medal for each clasp awarded, and a silver star is worn in lieu of five bronze stars.

Service requirements for the Good Conduct Medal, for service ending on or after 15 Sept 1945, are three years of continuous active duty in the Navy and/or Naval Reserve. Four consecutive awards qualify an enlisted man to wear gold lace service stripes on his blue uniform in place of the scarlet "hashmarks."

(1206): Comedy Drama; Loretta Young, John Forsythe.

Call Me Madam (1207) (T): Musical Comedy; Ethel Merman, Donald O'Connor.

Fast Company (1208): Melodrama; Howard Keel, Polly Bergen.

Column South (1209): Adventure; Audy Murphy, Joan Evans.

Scared Stiff (1210): Comedy; Dean Martin, Jerry Lewis.

Down Among the Sheltering Palms (1211) (T): Musical; William Lundigan, Mitzi Gaynor.

Story of Three Loves (1212) (T): Romantic Tales; Kirk Douglas, Pier Angeli.

Desert Legion (1213) (T): Adventure; Alan Ladd, Arlene Dahl.

Invaders From Mars (1214): Suspense Drama; Jimmy Hunt, Helena Carter.

Francis Covers the Big Town (1215): Comedy; Donald O'Connor, Yvette Dugay.

Increased Point Credit for 'Nucleonics for the Navy'

Naval Reserve officers who complete the eight-assignment officer correspondence course in "Nucleonics for the Navy" (NavPers 10901) will receive eight more points than originally announced for the course. The Naval Reserve retirement and promotion credit for completion of the course has been increased from 16 to 24 points.

The increases in points is retroactive to the time when the course was issued in October last year. However, Reservists who completed the course prior to 1 June 1953 must apply for the additional credit by letter to the Correspondence Course Center. In addition, officers who disenrolled from the course prior to 1 June 1953 after having satisfactorily completed four assignments will be granted 12 points credit on application to the Center.

Summary of Changes Made in Sea Shore Rotation Program

Several changes have been made in the Navy's sea/shore rotation program for enlisted personnel.

The changes as announced in BuPers Inst. 1306.20A (15 Jun 1953), provide a new policy for requests from SN/SA, FN/FA, AN/AA and CN/CP for placement on the Shore Duty Eligibility List (SDEL). Requests for shore duty from personnel of these rates are not now authorized until they become designated strikers or third class petty officers and they have served the sea duty time required for their rating. The new Instruction cancels BuPers Inst. 1306.20.

The new directive also defines the terms of "date of commencing sea duty" and "date of commencing shore duty." Sea duty commences on the date of detachment from a permanent duty station ashore. However, if

upon detachment from a permanent duty station a man receives orders assigning him to *temporary duty* ashore in excess of three months, that additional period of shore duty will be counted as a continuation of his shore duty. In such cases the date of commencing sea duty will be the actual date the man is finally detached from temporary duty ashore.

Shore duty commences on the date of first reporting for duty ashore in the Continental U.S. "Duty," as defined in Art. C-5305(1) BuPers Manual, includes temporary duty but not temporary *additional* duty. Therefore, the commencement of shore duty may be prior to the time of reporting to the ultimate shore assignment.

All requests for BuPers controlled shore duty must be submitted on the *Shore Duty Request* card form (Nav-

Pers 2416 Rev 5-51) and forwarded to BuPers (Attn: B-211k), via the commanding officer.

The *Shore Duty Request* card form provides for the listing of the man's *three* choices for shore duty. Choices of duty should be indicated as one of the naval districts, or PRNC, SRNC, CNATRA or CNATE and the preferred locality within that naval district or command.

In filling out the request card it is not necessary to indicate a second or third choice if duty is desired in *only one locality*. However, if a second choice is desired, it should be other than the one given as first choice. Optional choice of "Anywhere in the U.S." may be given as a first, second or third choice, but this is not mandatory.

The *Shore Duty Request* card contains a space on the bottom of

SEA-SERVICE REQUIREMENTS FOR PLACEMENT ON THE SHORE DUTY ELIGIBILITY LIST (in months)

Rating	Pay Grade					Rating	Pay Grade				
	E-7	E-6	E-5	E-4	Designated Strikers		E-7	E-6	E-5	E-4	Designated Strikers
BM	36	36	36	36	36	DC	36	36	36	36	36
QM	48	48	36	36	36	PM	48	48	36	36	36
RD	18	24	24	24	24	ML	48	48	36	36	36
SO	18	24	24	24	24	SV	24	24	24	24	24
TM	48	48	36	36	36	CE	24	24	24	24	24
GM	48	48	36	36	36	CD	24	24	24	24	24
FT/FC	18	18	36	36	36	CM	24	24	24	24	24
MN	18	24	24	24	24	BU	24	24	24	24	24
ET	18	18	24	24	24	SW	24	24	24	24	24
IM	48	48	36	36	36	UT	24	24	24	24	24
OM	48	48	36	36	36	AD	24	24	24	24	24
TE	18	18	24	24	24	AT	24	24	24	24	24
RM	24	24	24	24	24	AL	24	24	24	24	24
CT	18	18	18	18	18	AO	24	24	24	24	24
YN	18	18	24	24	24	AC	18	18	18	18	18
PN	18	18	24	24	24	AB	24	24	24	24	24
SK	24	24	24	24	24	AE	24	24	24	24	24
DK	18	18	24	24	24	AM	24	24	24	24	24
CS	24	24	24	24	24	PR	24	24	24	24	24
SH	24	48	48	48	48	AG	24	24	24	24	24
JO	24	24	24	24	24	TD	18	18	18	18	18
PI	24	24	24	24	24	AK	24	24	24	24	24
LI	24	24	24	24	24	AF/PH	24	24	24	24	24
DM	24	24	24	24	24	HM/DT	21	21	21	21	HN/HA
MU	24	24	24	24	24						DN/DA
MM	48	48	48	48	48						21
EN	48	48	36	36	36	SD	36	36	36	36	TN/TA
MR	48	48	36	36	36						24
BT	48	48	48	48	48						
EM	48	48	36	36	36						
IC	48	48	36	36	36						
ME	48	48	36	36	36						
FP	48	48	36	36	36						

Requests from SN/SA, FN/FA, AN/AA, and CN/CP are not authorized as these personnel may, in general, expect to remain on sea duty until qualified to submit requests in accordance with the table above.

The requirements above are for eligibility to submit a request for placement on the Shore Duty Eligibility List and should not be interpreted as defining a tour of sea duty. It is emphasized that the Shore Duty Eligibility List is a "waiting list" for shore duty.

the front of the card *below the double line* which may be used to indicate the naval school or training course, if any, for which the man is recommended and is in all respects qualified. The word "volunteer" or "non-volunteer" should be listed after naming the school or course entered in this space. If the man is not considered qualified nor recommended for a school or choice, the forwarding command will enter a statement to that effect in the space below the double line on front of the card.

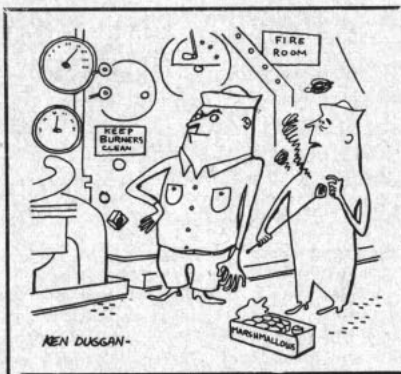
Another important requirement of the new directive is that personnel who have been placed on the SDEL must notify BuPers (Attn: Pers B-211k) of a change in permanent duty station, change of rate, or any change of shore duty preference by submitting a new Shore Duty Request card. Whenever a new card reporting a change is submitted it must be prominently marked "*Corrected Card*." The man concerned must do this himself and forward it to BuPers via his commanding officer. It is not done automatically by the station or ship personnel office.

Those men whose names have been placed on the SDEL but who have not received orders to a normal tour of shore duty prior to expiration date of enlistment (as indicated on their Shore Duty Request Card) will not be considered further for shore duty until such time as they notify BuPers of their reenlistment or extensions of enlistment. In such cases the man must submit a new card marked "*Corrected Card*," via his C.O.

Failure of the man to keep Pers B-211k advised of changes in his status will result in unnecessary delay in issuing his shore duty orders.

In the event a man desires to cancel his shore duty request he should notify BuPers by letter, forwarded with his commanding officer's endorsement.

A complete round-up on sea-shore rotation program for enlisted personnel was published in *ALL HANDS*, February 1953, pages 48 to 51. That directive, however, has been modified as outlined above. No change has been made in the table of sea service requirements; but non-rated men and men not officially designated as identified strikers are not eligible to submit shore duty requests until they become designated strikers



"But I missed chow!"

or PO3 and have served sea duty required for their rating as shown in the accompanying table.

Some answers to the most frequently asked questions on the subject of sea-shore rotation are given in *ALL HANDS*, July 1953, page 28.

Reservists Who Cannot Qualify For Retirement May Be Released

Early release from active service is now possible for those Reservists who because of their age will not be able to obtain the eligibility requirements for retirement benefits.

Those Reservists who will not be able to complete 20 years of satisfactory Federal service before they reach their 60th birthday and are therefore unable to retire with benefits available to Naval Reservists may apply for release.

The approval of applications for release must take into consideration the needs of the Naval service. However, favorable action can normally be expected with due regard being given to member's ineligibility for retirement benefits, his age and the possibility that continued retention on active duty would be a detriment to his standing in his civilian occupation.

QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 7.

1. (a) USS *Antietam*.
2. (c) Permit greater safety in landing operations.
3. (b) Port side of a channel from the seaward.
4. (a) Starboard side of a channel from the seaward.
5. (c) P5M-1—*Marlin*.
6. (b) For anti-submarine warfare. The P5M-1 is the first aircraft ever designed and built expressly for ASW work.

New Sea/Shore Rotation Program for Enlisted Men In Fleet Air Activities

A new sea/shore rotation program for enlisted personnel of Fleet air activities is announced by BuPers Inst. 1306.20A (15 June 1953).

Effective 1 July 1953, duty for all such personnel in certain squadrons as designated by their respective air force commanders is considered to be shore duty for sea/shore rotation purposes.

Accordingly, the following units have been specifically designated as shore based Fleet activities and personnel attached to these units are now serving on shore duty.

AIRLANT:

FAU, ComAirLant
FAU, ComFairQuonPt
FAU, ComFairJacksonville
ComUTWingLant Staff
ComFlogWingLant/Cont Staff
ComFairWing 3 and 11
ComFairWingsLant/ComFairWing 5 Staff
FAETULant
FAWTULant
FasRon, 2, 3, 5, 6, 9, 101, 102, 103, 108, 109, 51 and 52.
VR-1, 22, 31 and 32.
VX-1, 2 and 3.
ZX-11
VU-2 and 4
ComFairShipWing ONE Staff
Vice Command MATS
ComHatWing ONE Staff
Heavy Attack Training Unit
Acceptance Transfer and Training Unit
FAAOLant

AIRPAC:

FAU, ComAirPac
FAU, ComFairAlameda
FAU, ComFairSeattle
ComUTWingPac Staff
ComFlogWingPac Staff
ComFairWing 4 and 14 Staff
FAETUPac
FasRon, 4, 7, 8, 10, 12, 110, 112, 113 and 116.
VR-2 (less Honolulu Department)
VR-5
VX-4 and 5
VU-7
FAAOPac
FairGunUnit, El Centro
PAMI ComAirPac

This list of activities and units is subject to change from time to time as may be directed by the respective fleet air force commander.

Enlisted personnel of these activities whose names are on the Shore Duty Eligibility List at the present time will not be considered for BuPers shore duty assignments, nor will their requests for shore duty be accepted.

Summary of New Legislation And Bills Under Consideration Of Interest to Naval Personnel

Here is the latest round-up of legislation of interest to naval personnel to come out of the 83rd Congress.

This summary, as usual, includes new bills introduced as well as changes in status of other bills previously introduced and reported in this section. The summary includes Congressional action covering the month since the last round-up.

Further information on some of the more important pieces of legislation affecting the Navy, when they are enacted, will be carried in future issues.

Doctor Draft — Public Law 84 revolving from H.R. 4495; amends the Universal Military Training Act to provide for the special registration, classification and induction of certain doctors and dentists and allied specialist categories. The service requirement under the bill is from 15 to 24 months, depending upon the person's prior active service, if any, since 1940. The \$100 Special Pay provision for each month's service is continued.

Postal Clerks — Public Law 57 (evolving from H.R. 2327); authorizes the Post Office Department to designate enlisted personnel of the Army, Navy, Air Force, Marine Corps and Coast Guard as postal clerks and assistant postal clerks.

Survivors' Benefits — H.R. 5304: passed by the House with amendments; would provide that Navyman with 18 years' service or more could elect to take a reduction in their eventual retirement pay and, for the difference, enroll in an annuity plan through which the Navy would pay an annuity to the Navyman's wife or children in the event of his death after retirement. Under current provisions of law, a retired Navyman's family is not eligible for survivor's benefits unless the Navyman dies as the result of a "service-connected" disability or disease. The new plan would be offered both to those now retired and to those retiring in the future.

Foreign Decorations — S. 2247 and H.R. 6051: both introduced; would provide that members of the U. S. armed forces fighting in Korea may

be authorized by their respective service secretaries to accept from Allied governments decorations, orders or emblems which may be tendered them. A similar bill which would extend this privilege to veterans of World War II has previously been introduced.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current **Alnavs** and **NavActs** as well as certain **BuPers Instructions**, **BuPers Notices**, and **SecNav Instructions** that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since **BuPers Notices** are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult **Alnavs**, **NavActs**, **Instructions** and **Notices** for complete details before taking action.

Alnavs apply to all Navy and Marine Corps Commands; **NavActs** apply to all Navy commands; **BuPers Instructions** and **Notices** apply to all ships and stations.

Alnavs

No. 16 — Makes an administrative change in Instructions of the Navy Comptroller General for reporting procedures under **NavCompt Instruction** 7302.3.

No. 17—Covers certain changes in enlisted men's clothing regulations effective 1 July 1953.

No. 18 — Concerns restrictions on the purchase of lumber, office furniture and equipment, musical instruments and air conditioning equipment with appropriated funds without prior approval of the Assistant Secretary of Defense.

No. 19—Announces convening of a

line selection board to recommend officers on active duty for temporary promotion to the grade of rear admiral pursuant to the Officer Personnel Act of 1947.

No. 20 — Provides, subject to limitations appropriations to Navy in amounts necessary to continue in Fiscal 1954, activities and projects conducted in Fiscal 1953.

No. 21 — Cancels **Alnav** 18 (see above) but restricts purchase of lumber, office furniture and equipment, musical instruments and air conditioning equipment pending receipt of a Department of Defense directive covering such purchase.

BuPers Instructions

No. 1050.2 — Gives a round-up of regulations relating to authority to return to the Philippine Islands for citizens of the Republic of the Philippines serving in the U. S. Navy for reassignment or leave purposes.

No. 1085.25 — states how many copies of DD Form 93, "Designation of Beneficiary," different categories of personnel are required to submit.

No. 1120.18 — Outlines the policies and procedures for the submission of applications from qualified personnel of the U. S. Navy for appointment to the grade of Ensign, U.S. Navy for Limited Duty Only.

No. 1220.13 — States in advance the policy the Navy would follow in converting enlisted personnel to Emergency Service Ratings in the event of a full mobilization.

No. 1300.19 — Provides for the distribution and assignment of enlisted personnel throughout the Naval Establishment.

No. 1306.20A — Brings up to date **BuPers** regulations concerning seashore rotation of enlisted personnel.

No. 1320.1A — Gives revised instructions to commands concerning preparation of travel orders for enlisted personnel on full time active duty.

No. 1320.4 — States that hereafter prospective commanding officers will report to the Commandant of the Naval District in which their ship is being constructed, rather than to the commander of the shipyard; other officers, however, will report to the commander of the shipyard or supervisor of shipbuilding.

No. 1320.5 — Clarifies the definition of "duty involving the demolition of explosives" and gives instruc-



"After dancing with Marilyn Monroe, I think I remember the waiter asking me to sign the call sheet... but then the music started again..."

tions concerning duty with demolition units.

No. 1326.2 — Promulgates instructions for the preparation and use of the Standard Transfer Order.

No. 1430.4A — Puts the assignment of striker identification symbols to enlisted men on a uniform basis throughout the Naval Establishment.

No. 1430.5A — Provides for the examination and advancement in rate or rating of personnel under instruction in service schools.

No. 1510.17 — Concerns information to be put on the revised form NavPers 1316, (Rev. 2-53) "Record of Practical Factors," which is used to record training given Naval Reservists on active training duty.

No. 1520.20—Summarizes qualifications required of commissioned officers of the Regular Navy or Naval Reserve on active duty who desire to take flight training and become HTA aviators.

No. 1626.7—Concerns regulations for Naval personnel traveling in drafts from one duty station to another.

No. 1626.8 — States that BuPers has received a number of fraudulent claims for dependent's travel, points out that such claims are punishable by fine or imprisonment and summarizes the regulations to be kept in mind by every Navyman making a claim for travel for his dependents.

No. 1761 — Insures that personnel being separated from the Naval service are being provided adequate information concerning the rights and benefits accrued to them as a consequence of their military service.

BuPers Notices

No. 1421 (5 Jun 53) — Announces the temporary promotion of officers of the Navy and Naval Reserve on active duty to the rate of lieutenant.

No. 5215 (5 Jun 53) — States that BuPers Circ. Ltr. 4-49 (which relates to procedure with regard to Naval personnel and to applicants for enlistment or appointment whose previous conduct or associations cast doubt upon their loyalty) should not be cancelled, as previously ordered, but should continue in effect until further notice.

No. 1400 (8 Jun 53) — Announces the promotion of warrant officers of the Navy and Naval Reserve on active duty to commissioned warrant grade and the assignment of com-

missioned warrant officers to warrant pay grades W-3 and W-4.

No. 1560 (11 Jun 53) — Announces that the Educational Qualification Test 2CX, heretofore used to show in-service achievement toward college credit, will no longer be given although past 2CX scores will continue to be accepted.

No. 1710 (12 Jun 53) — Sets forth the policy governing the Navy participation in the All-Navy and Inter-service Baseball Championships in 1953.

No. 1120 (15 Jun 53) — Makes a minor change in BuPers Instruction 1120.11 which relates to the eligibility requirements and processing procedures for enrollment of enlisted men in the Naval School, Officer Candidate, Newport, R. I.

No. 1321 (24 Jun 53) — Modifies BuPers Instruction 1321.1 (Change I) as requested by the Comptroller of the Navy to permit accounting data to be shown in travel orders as nearly as possible in the same manner and in the same order of appearance as is presently prescribed for purchase documents and public vouchers.

No. 1710 (25 Jun 53) — Concerns Navy participation in the National Pistol and Rifle Championships for 1953 to be held 20 August to 7 September at Camp Perry, Ohio.

No. 1421 (29 Jun 53) — Supplements BuPers Notice 1421 of 5 Jun 53 and promulgates the results of promotion boards which have been approved by the Secretary of the Navy.

Naval War College Graduates Addressed by SecNav Anderson

A total of 241 US Army, Navy, Marine Corps, Air Force and Coast Guard officers and civilians from various government agencies were graduated this year from the U. S. Naval War College, Newport, Rhode Island.

Secretary of the Navy Robert B. Anderson presented the diplomas and delivered the address. The ceremonies were presided over by Vice Admiral Richard L. Connolly, USN, President of the War College.

Officers attending the college were of ranks ranging from lieutenant commander and its service equivalent of major and above.

See ALL HANDS Jan. 1951, p. 53 for information on the courses.

Crewmen of the ships of Task Force 77 and other Far Eastern sea-going units take comfort from knowing that they will receive prompt, skillful medical treatment if the need arises. Even the smallest of the ocean-going auxiliaries



carry a rated hospital corpsman "qualified for independent duty." Going up in size, say to destroyer types, you find one or two corpsmen ready to render medical treatment for minor illnesses or injuries.

In the event of a more serious illness, a severe injury, a wound, or even a bad toothache, the smaller ship would probably join up with a larger ship—often a carrier. The patient is placed in a stretcher or a highline transfer chair and rides



smoothly over to the big ship. Standing ready to serve on board a carrier, for example, are five or six doctors and dentists, more than a score of hospital corpsmen and dental technicians and their strikers. At their disposal are two multi-bed sickbays, a fully-equipped operating room, a well-stocked pharmacy and complete dental facilities.

A further step is taken should it develop that the patient in Korean waters need even more specialized treatment—an orthopedic surgeon, say.



The patient is flown to Japan. Within a few hours he will be under the care of one of the Navy's top medical specialists at the large Naval Hospital at Yokosuka.

DECORATIONS & CITATIONS



The third and fourth Medals of Honor to be awarded to Navymen for heroism in the Korean war have been won by John E. Kilmer, HN, USN, and Edward C. Benfold, HM3, USN, (both posthumously).

Kilmer, serving with a rifle company in the First Marine Division, was killed while giving medical aid under fire to wounded Marines on 13 Aug 1952. At the time, his company was defending a strategic hill position during an assault by enemy troops.

The citation reads: "Kilmer braved intense enemy mortar, artillery and sniper fire to move from one position to another, administering aid to the wounded and expediting their evacuation.

"Painfully wounded when struck by mortar fragments, while moving to the aid of a casualty, he... inched his way to the side of the stricken Marine through a hail of enemy shells.

"Undaunted by... hostile fire, he skillfully administered first aid... and, as another mounting barrage of enemy fire shattered the

immediate area, unhesitatingly shielded the wounded man with his own body..." causing himself to be mortally wounded.

On 5 Sept 1952, Benfold, also attached to a company in the First Marine Division, "exposed himself to enemy fire repeatedly while treating the wounded..."

The citation states in part that "he moved forward to an exposed ridge line where he observed two Marines in a large crater... As he approached the two men... an enemy soldier threw two grenades into the crater while two more of the enemy charged the position.

"Picking up a grenade in each hand, Benfold leaped out of the crater and hurled himself against the onrushing hostile soldiers, pushing the grenades against their chests... killing both attackers..." and mortally wounding himself.

The first two Medals of Honor awarded to Navymen for heroism in the Korean war were won by aviator LTJG Thomas Hudner, USN, and Richard D. DeWert, HN, USN (posthumously).

★ STONE, Cletus H., HN, USN, serving with a Marine infantry company on 16 Sept 1951. When his unit was suddenly subjected to cross fire from two bunkers while he was advancing with the assault squad of a rifle platoon during an attack against a group of strongly fortified enemy emplacements, Stone bravely exposed himself to the hostile fire to treat the casualties and assisted the stricken men to a covered position. With the remainder of the squad pinned down and receiving further casualties, Stone gathered the grenades dropped by the wounded men and, in a gallant attempt to protect his comrades, hurled the missiles into the enemy emplacements, completely neutralizing both enemy strong points.



"For conspicuous gallantry and intrepidity in action..."

★ CRABILL, Charles H., Jr., CDR, USN, Commander of Air Task Group One from December 1951 to June 1952. Combat "V" authorized.

★ CROMBE, Charles E., Jr., CAPT, USN, Commander Destroyer Squadron 17 and Element and Task Group Commander, Blockading and Escort Force from 10 to 27 Dec 1951 and from 10 January to 16 Feb 1952. Combat "V" authorized.

★ EDWARDS, Richard S., LT, USNR, attached to the Staff of Commander Mine Squadron Three and Commander Western Pacific Minesweeping Group from 6 Aug 1951 to 5 Aug 1952. Combat "V" authorized.

★ FLECK, Thomas M., CAPT, USN, Commander Destroyer Division 152 from 6 June to 4 Dec 1951. Combat "V" authorized.

★ GANO, Roy A., CAPT, USN, CO of USS *Saint Paul* (CA 73) and Task Element Commander of several important gun strikes as required by Commander Task Force 77 from November 1951 to June 1952. Combat "V" authorized.

★ HANCOCK, Joy B., CAPT, USN (Ret.), Director of the Women's Reserve of the Naval Reserve from July 1946 to October 1948, and Assistant Chief of Naval Personnel for Women from October 1948 to June 1953.

★ LEWIS, Frederick J., Jr., LCDR, MSC, USN, Officer in Charge, Body Armor and Wounds Ballistics Section, Naval Medical Field Research Labora-



"For extraordinary heroism in action against the enemy..."

★ BRADY, Joseph C., HN, USN, serving with a Marine infantry company on 13 Sept 1952. When hostile forces carried out a night attack against several sides of the combat outpost shortly after he had arrived at the position in company with a patrol, Brady, although wounded by the explosion of an enemy grenade, immediately administered aid to the casualties lying nearby and boldly moved across the terrain in search of other wounded Marines. Exposing himself to hostile small-arms and grenade fire, he crawled to the side of a wounded Marine and hauled him to a less exposed position to administer first aid. While treating this

casualty, he was wounded a second time when attacked by a group of enemy troops. He fought off this attack in an effort to protect his patient, and later refused to accept aid for himself until all other casualties had been evacuated.

★ MAUSEN, John E., Jr., HN, USN, serving with a Marine infantry company on the night of 8 Oct 1952. Although painfully wounded in the face and arms by mortar shell fragments while he was accompanying the assault platoon in an attack against a hostile strong point, Mausem repeatedly moved across the fire-swept terrain to the aid of stricken Marines. Unable to use his left leg when he was wounded a second time, he crawled about the area in the face of hostile fire to treat the wounds of his comrades. Wounded a third time, he continued his efforts and refused to accept aid for himself until all the casualties had received medical attention.

tory, Camp Lejeune, N. C., from 17 Dec. 1948 to 30 Jan 1952; and member of the Joint Army-Navy Armor Group in Korea from 14 June to 13 Oct 1951.

★ ORR, Ellis B., CDR, USN, Commander Fleet Activities, Inchon, from 6 October to 29 Dec 1950, and Commander Fleet Activities, Pusan, from 30 Dec 1950 to 15 Nov 1951. Combat "V" authorized.

★ PEDERSON, Oscar, CAPT, USN, CO of *uss Valley Forge* (CVA 45) from 4 Dec 1951 to 20 June 1952. Combat "V" authorized.

★ SHOLDICE, D. V., LCDR, USN, Commander Mine Division 31 and Task Element Commander of Auxiliary Minesweepers from July 1950 through August 1951. Combat "V" authorized.

★ SMITH, Allen Jr., CAPT, USN, CO of *uss Philippine Sea* (CVA 47) from 25 January to 6 July 1952.

★ TIBBITTS, Frank P., CAPT, USN, Chief of Staff to Commander Fleet Activities, Japan-Korea, and Commander Fleet Activities, Yokosuka from 25 June to 6 Dec 1950.

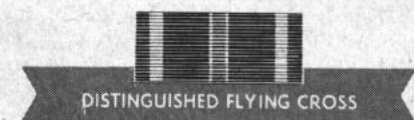
★ WHELOCK, Austin W., CAPT, USN, CO of *uss Essex* (CVA 9) from 15 Aug 1951 to 13 Jan 1952. Combat "V" authorized.

Gold star in lieu of second award:
★ ARMSTRONG, Henry J., Jr., CAPT, USN, CO of Destroyer Squadron 15 from 9 May to 7 Dec 1951. Combat "V" authorized.

★ EDSALL, Warner R., CAPT, USN, (posthumously), CO of *uss Missouri* (BB 63) and Commander Task Group 70.1 from 19 Oct 1952 to 26 Mar 1952. Combat "V" Authorized.

★ FROST, Laurence H., CAPT, USN, CO of *uss Manchester* (CL 83) and Task Element Commander attached to Task Forces 77 and 95 from December 1951 to April 1952. Combat "V" authorized.

★ JACKSON, Andrew McB., Jr., CAPT, USN, Chief of Staff to Commander Carrier Division Five and Commander Task Force 77 from 21 January to 20 June 1952.



"For heroism or extraordinary achievement in aerial flight..."

★ SHADELL, Colin F., LT (then LTJG), USNR, serving in Attack Squadron 923 on 23 July 1951.

★ SLAMIN, Raymond A., AE1, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ SOESTER, Howard H., LT, USNR, serving in Composite Squadron Three on 9 Nov 1951.

★ STAMES, William A., LCDR, USNR, serving in Fighter Squadron 781 on 12 July 1951.

★ STRIBLING, John W., Jr., LT, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ STYLES, David T., ENS, USNR, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ TOOKER, Marck L., Jr., AT1, USN, (missing in action), serving in Composite Squadron 33 on 11 July 1952.

★ WANDER, Jack L., LTJG, USNR, serving in Carrier Air Group 102 on 13 Nov 1951.

★ WARNER, Robert L., LT (then LTJG), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ WILLIAMS, Burr W., LCDR, USNR, serving in Fighter Squadron 781 on 30 Aug 1951.

★ WOOD, Harold D., LT (then LTJG), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ WRIGHT, John J., LT, USNR, serving in Composite Squadron Three on 9 Nov 1951.

Gold star in lieu of third award:

★ FUNK, Harold N., CDR, USN, Commander, Carrier Air Group 102 on 3 Sept 1951.

Gold star in lieu of 4th award:

★ FUNK, Harold N., CDR, USN, Commander, Carrier Air Group 102 on 9 Oct. 1951.



"For heroic conduct not involving actual conflict with an enemy..."

★ BOLINGER, Robert E., GM3, USN, serving on board *uss Ozbourn* (DD 846) on 6 Aug 1952.

★ YORE, Lewis W., BM1, USN, Boat Captain in Minesweeping Boat Division One on 25 Mar 1952.



"For heroic or meritorious achievement or service during military operations..."

★ MACGREGOR, Robert W., CDR, USNR, MSTs Representative, Pusan, Korea, for Commander Military Sea Transportation Service, Western Pacific, from Dec 1950 to September 1951.

★ MAY, Earl E., HM3, USN, serving as a corpsman with a Marine Rifle Company on 10 June 1951. Combat "V" authorized.

★ MCCREERY, Hugh H., ENS, USN, serving in *uss Beatty* (DD 756) on 11 Dec 1951. Combat "V" authorized.

★ MCFARLANE, Robert N., CAPT, USN, CO of *uss Los Angeles* (CA 135) from 31 May to 20 Nov 1951. Combat "V" authorized.

★ MESSMER, William L., CAPT, USN, Commander Escort Squadron Six from 17 Nov 1950 to 5 Feb 1951.

★ MONTGOMERY, John W.M., CDR, USN, serving in *uss Borie* (DD 704) from 14 Oct 1950 to 9 May 1951. Combat "V" authorized.

★ MORIARTY, John T., LTJG, USNR, attached to *uss Ozbourn* (DD-846) on 18 Feb 1951. Combat "V" authorized.

★ MULLEN, John A., CDR, USN, CO of *uss Ulvert M. Moore* (DE 442) from 28 June to 6 Nov 1951. Combat "V" authorized.

★ NICHOLSON, Archibald T., Jr., CDR, USN, serving in *uss Hank* (DD 702) from 12 Oct 1950 to 15 Apr 1951. Combat "V" authorized.

★ NICHOLSON, Morris D., HN, USN, serving as corpsman with a Marine Infantry Company on 16 Dec 1951. Combat "V" authorized.

★ NIELSON, Reed H., LT, USN, serving in *uss Helena* (CA 75) from 24 April to 21 Nov 1951. Combat "V" authorized.

★ NILES, Richard M., CDR, USN, serving in *uss Massey* (DD 778) from 13 Oct 1950 to 19 Apr 1951. Combat "V" authorized.

★ O'NEILL, Donald J., LTJG, USNR, serving in *uss Kite* (AMS 22) and CO of *uss Merganser* (AMS 26) from 10 to 25 Oct 1950. Combat "V" authorized.

★ PARKER, Ralph C., Jr., CDR, MC, USN, serving in *uss Consolation* (AH 15) from 16 Aug 1950 to 30 Apr 1951.

★ PERRY, Joe R., LT, USN, serving in *uss Begor* (APD 127) from 29 April to 10 July 1951. Combat "V" authorized.

★ PETROFANIS, Christy J., LT, USNR, serving in *uss Wedderburn* (DD 684) on 24 August and 2 Sept 1951. Combat "V" authorized.

★ PHILLIPS, Alexander D., SN, USN, member of Underwater Demolition Team Three from 29 April to 4 May 1951. Combat "V" authorized.

★ PHILLIPS, Denny P., CDR, USN (missing in action), CO of Fighter Squadron 11 from September 1952 to January 1953. Combat "V" authorized.

★ POITRAS, Robert R., ENS, USN, serving in *uss Pelican* (AMS 32) from 1 to 22 Nov 1950. Combat "V" authorized.

★ RASMUSSEN, Maynard, GM3, serving in *uss Shelton* (DD 790) on 22 Feb 1952. Combat "V" authorized.

★ REYNOLDS, Thomas E., LT, USN, CO of *uss Mainstay* (AM 261) from 13 Dec 1950 to 14 Aug 1951. Combat "V" authorized.

★ RICKABAUGH, Melvin D., ME1, USNR, serving in *uss Essex* (CVA 9) on 16 Sept 1951.

★ RIGGS, Cecil D., CAPT, MC, USN, CO of U.S. Naval Hospital, based on board *uss Haven* (AH 12) from 18 Oct 1950 to 12 July 1951.

★ ROBINSON, Rembrandt C., LTJG, USN, serving in *uss English* (DD 696) from 13 Oct 1950 to 19 Apr 1951. Combat "V" authorized.

BOOKS: BIOGRAPHY, HISTORY, FICTION MAKE UP AUGUST READING LIST

SEAGOING men will enjoy the recent books in the fields of history, fiction, personal narrative and biography—chosen by the BuPers library staff—which are finding their way to the shelves in ship and station libraries. Here are reviews of some of the latest:

- *New Guinea and the Marianas*, by Samuel Eliot Morison; Little, Brown and Company.

This is the eighth volume of the History of U. S. Naval Operations in World War II. Six other volumes are in preparation.

Volume Eight covers operations in the Pacific from March to August 1944. The first part deals with the Pacific strategy for 1944, the "two roads or one" controversy, submarine patrols and carrier strikes. The second part concerns the conquest of New Guinea. The third and final

section describes the Marianas campaign, in which the author took part.

As in previous volumes, Morison describes in considerable detail the operations undertaken by the Navy and their relationship to the operations of other branches of the armed forces and of our Allies. Utilizing Japanese records and accounts available since the war, Morison has been able to detail Japanese strategy as well as our own. Morison also sketches in some of the personalities prominent in these campaigns, providing insight into some of the whys and wherefores of the many activities.

★ ★ ★

- *The Vermilion Gate*, by Lip Yutang; John Day Company.

This is a novel of life in China in the early 1930's. It deals chiefly with the adventures of Li Fei, a journalist, and Jo-An, daughter of a well-known philosopher. Other characters important to the story-line include O-Yun, brilliant young dramatic storyteller, Fan Wempo, head of a secret society, and the rather unusual family of wealthy, ex-mayor Tu Fanglin, Jo-An's uncle.

There is action and intrigue aplenty in this story set in a time when China was slowly adding bits of western cultural and mechanical advances to its traditional mode of life. For example, there is a ludicrous student demonstration at the novel's outset, the "kidnapping" and rescue of O-Yun, Li Fei's brush with the authorities over an article he had written, Tu Fanglin's controversy with a settlement of Moslems—to mention but a few.

Here is not a book to be skimmed for the story. Read it with a view to the authentic details, background and Yutang's rich style of writing.

★ ★ ★

- *The Restless Border*, by Dick Pearce; J. B. Lippincott Company.

Shortly after Texas gained its independence from Mexico, Captain Alexander Prince, U. S. Army,—and hero of this novel—was sent to the U. S.—Texas border to help the new republic which was threatened by the forces of the Mexican leader, Santa Ana, and by a tribe of Comanche Indians under Chief Red Hair.

Arriving with his men at Fort Cat-

ron, Prince soon earned the enmity of the commanding officer who opposed any threat to the so-called "peace" he had been able to maintain.

Prince's mission is further complicated by the maneuverings of a young lady who has been searching for her son, kidnapped by Comanches a year before; by the actions of an over-zealous junior officer; and by the operations of Henri Beauchamp, shrewd Indian trader.

Things come to a head in a rousing battle with Red Hair's tribesmen.

Sailors who are partial to yarns with a western flavor should get a bang out of this novel.

★ ★ ★

- *So Noble a Captain*, by Charles McKew Parr; Thomas Y. Crowell Company.

Ten years went into the preparation of this long, thoughtful biography of Ferdinand Magellan.

Most of us are familiar with the broad outline of Magellan's life: his renunciation of his own country, Portugal, his alliance with Charles V of Spain, the voyage which circumnavigated the globe, his untimely death.

Some historians have not been kind to Magellan. In the belief that they have been misled by the false testimony of Magellan's detractors, Parr has attempted to write a complete and accurate account of Magellan's career.

The result is an interesting volume filled with adventure ashore and afloat, political and financial intrigues, personalities good and bad. Sailors should like it.

★ ★ ★

- *The Long Way Round*, by Pat Frank; J. B. Lippincott Company.

This is a piece of non-fiction written by the author of *Mr. Adam* and *Hold Back the Night*.

Briefly, it is a chronicle of Frank's trip to Korea to write the story for a documentary film. Sprinkled in with the current adventures are little flash-backs into Frank's past experiences—as a reporter at age 16, as a war correspondent in World War II, as a novelist and so on.

JOs and others interested in writing will enjoy his tale of how the film story came about.

There are also many humorous anecdotes designed to bring forth chuckles and guffaws. All in all, it's quite a collection of yarns.

SONGS OF THE SEA

Behring Sea Song

Full many a sailor points with pride,
To cruises o'er the ocean wide,
But he is naught compared to me,
For I have sailed the Behring Sea.

Chorus

O Behring Sea, bleak Behring Sea
So long we've hoped to sail o'er thee,
For ne'er can sailor salty be,
Until he sails the Behring Sea,
And views Alaska's dreary shore,
And fills himself with Arctic lore.

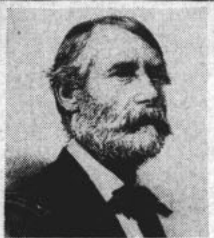
So when you boast of fiercest gale,
That every ocean you did sail,
You cannot salty sailor be,
Until you cruise the Behring Sea.

—Old Sea Shanty





BLOCKADE BATTLE



RADM F. A. Roe, USN

ALBEMARLE SOUND, N. C.—1864

It was a dramatic engagement between a superior force of old, wooden-hulled sidewheelers and the untried, iron-sheathed *Albemarle*. The outcome, described here in a story taken from the pages of *Century Magazine*, was a strong argument for "modern" vessels.



CAPT J. W. Cooke, CSN

One important factor in the Civil War was the naval blockade. As the war progressed, the Federal blockade of the Southern ports grew tight. At the height of the blockade, Northern forces screened well over 100 navigable entrances to nearly 3000 miles of Confederate coastline—a blockade the extent of which has possibly never been equalled.

The blockade's effect upon the Confederate fighting forces was very real. Southern forces had difficulty getting enough rifles or muskets which, had the blockade not been there, they could easily have obtained from abroad. Powder, too, was in short supply. So were such necessary items as artillery pieces, shoes, harnesses, blankets, hats, lead and medicines.

In a desperate attempt to break through this economic encirclement, Confederate shipbuilders constructed a number of ironclad vessels. The principle of the ironclads, although not new, had been used for the first time effectively as a technique of war by the Confederate *Merrimac* (or *Virginia*), which had fought to a draw with the Federal ironclad *Monitor* in Hampton Roads near Norfolk, Va., two years before.

One of this new fleet of ironclads, *Albemarle*, was now hurriedly built in an open cornfield in the back country up the Roanoke River from Albemarle Sound, a large inland body of water which pokes its watery fingers into the North Carolina countryside.

News of her construction leaked to the Federal forces who proceeded to concentrate their Albemarle Sound Squadron—a number of wooden-hulled sidewheelers—at the mouth of the Roanoke.

Soon *Albemarle* was completed and was launched into the river. Downstream, two Federal ships, *Southfield* and *Miami*, had rigged up a special trap of chains strung between them. By means of this arrangement, they hoped to corral the new ship and shatter her with close-range fire.

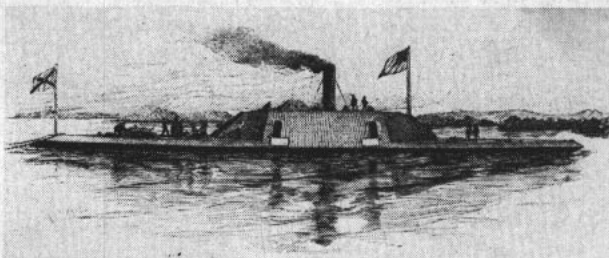
As it turned out, this was a vain hope. *Albemarle* not only evaded the trap but sent *Southfield* to the bottom and caused *Miami* to retreat in no small hurry. Flushed with victory, the ironclad then teamed up with a Confederate force ashore to capture the Union fort at Plymouth near the mouth of the river.

Now the battle lines were drawn for the engagement between the Union fleet of wooden-hulled ships and the odd-looking but highly effective ironclad. In addition to *Mattabesett*, its flagship, the Northern force was made up of the sidewheelers *Sassacus*, *Wyalusing* and *Miami*, the ferryboat *Commodore Hull* and the gunboats *Ceres*, *Whitehead* and *Isaac N. Seymour*.

In addition to *Albemarle*, the Confederate force numbered two small steamers, *Bombshell* and *Cotton Plant*.

On these pages is told the story of how the iron-sided *Albemarle* was built in the first place and how she fought the larger Union force. The construction of the Confederate ship is told in the words of her builder, Mr. Gilbert Elliott, a Southern shipwright, who supervised the job. The engagement with the Union ships is told by an officer of the Federal Navy, Dr. Edgar Holden, USN, who was aboard the sidewheeler *Sassacus*.

Elliott, writing from his Confederate viewpoint, here begins the story of the construction of the ironclad:



FINISHING TOUCHES are applied to *Albemarle* by blacksmiths and carpenters as she steams down river into battle.

DURING the spring of 1863, having been previously engaged in unsuccessful efforts to construct war vessels of one sort or another for the Confederate Government, at different points in eastern North Carolina and Virginia, I undertook a contract with the [Confederate] Navy Department to build an iron-clad gun-boat, intended to operate on the waters of Albemarle and Pamlico Sounds. A point on the Roanoke River, in Halifax County, North Carolina, about 30 miles below the town of Weldon, was fixed upon as the most suitable for the purpose. The river rises and falls, as is well known, and it was necessary to locate the yard on ground sufficiently free from overflow to admit of uninterrupted work for at least 12 months.

No vessel was ever constructed under more adverse circumstances. The shipyard was established in a cornfield, where the ground had already been marked out and planted for the coming crop.

It was next to impossible to obtain machinery suitable for the work in hand. Here and there, scattered about the surrounding country, a portable saw-mill, blacksmith's forge, or other apparatus was found, however,

and the citizens of the neighborhoods on both sides of the river were not slow to render me assistance, but cooperated, cordially, in the completion of the iron-clad. At the end of about one year from the laying of the keel, during which innumerable difficulties were overcome by constant application, determined effort, and incessant labor, day and night, success crowned the efforts of those engaged in the undertaking.

Seizing an opportunity offered by comparatively high water, the boat was launched, though not without misgivings as to the result, for the yard being on a bluff she had to take a jump, and as a matter of fact was "hogged" in the attempt, but to our great gratification did not thereby spring a leak.

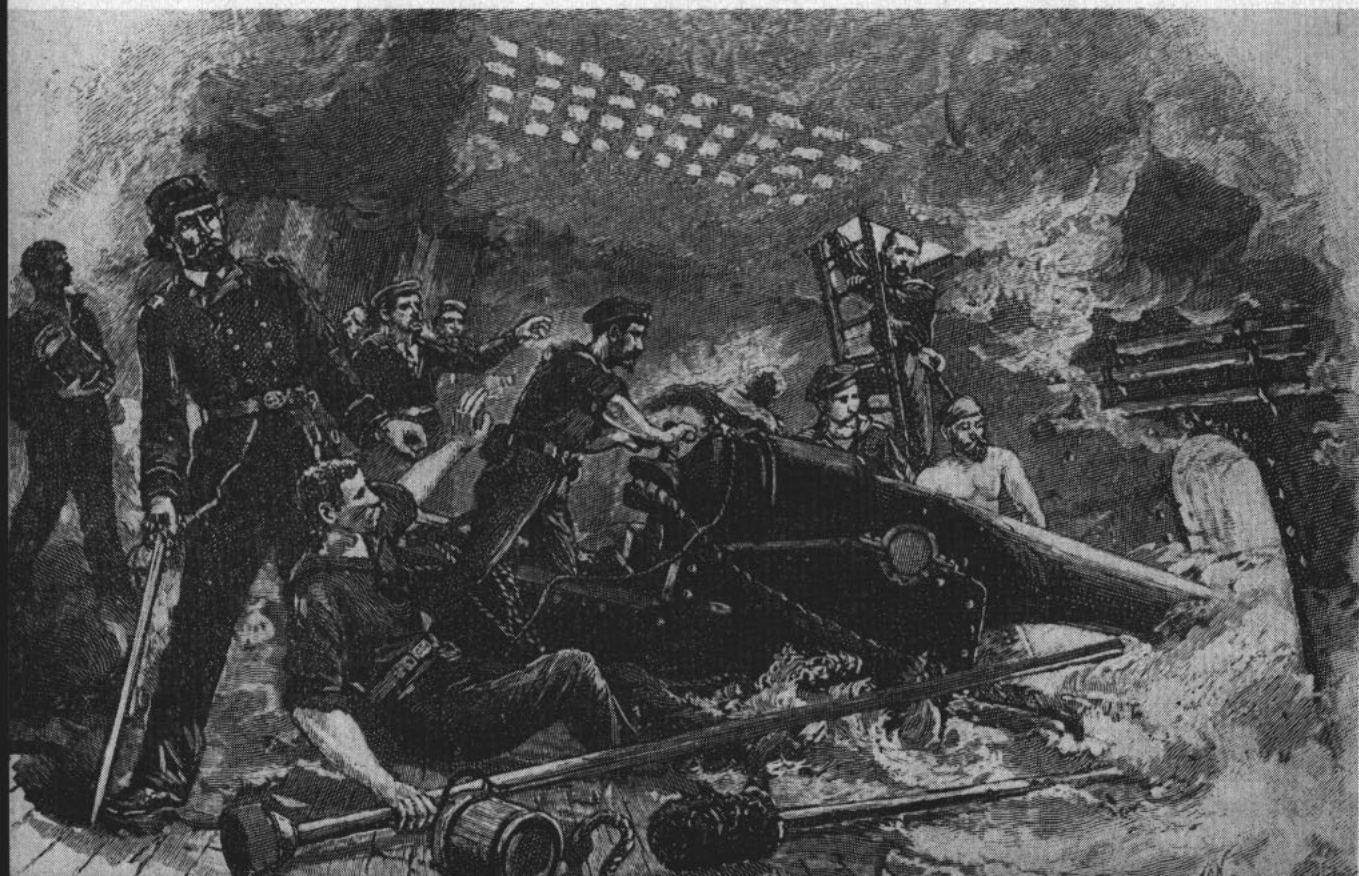
The plans and specifications were prepared by John L. Porter, Chief Constructor of the Confederate Navy, who availed himself of the advantage gained by his experience in converting the frigate *Merrimac* into the iron-clad *Virginia* at the Gosport Navy Yard.

The *Albemarle* was 152 feet long between perpendiculars; her extreme width was 45 feet; her depth from the gun-deck to the keel was 9 feet, and when launched she drew $6\frac{1}{2}$ feet of water, but after being ironed and completed her draught was about 8 feet.

The keel was laid, and construction was commenced by bolting down, across the center, a piece of frame timber, which was of yellow pine, 8 by 10 inches. Another frame of the same size was then dovetailed into this, extending outwardly at an angle of 45 degrees, forming the side, and at the outer end of this the frame for the shield was also dovetailed, the angle being 35 degrees, and then the top deck was added, and so on around to the other end of the bottom beam.

Other beams were then bolted down to the keel, and to the one first fastened, and so on, working fore and

CONFUSION inside *Albemarle* after Union ship *Sassacus* rammed the ironclad in a fruitless effort to sink her.



aft, the main-deck beams being interposed from stem to stern. The shield was 60 feet in length and octagonal in form. When this part of the work was completed she was a solid boat, built of pine frames, and if calked would have floated in that condition, but she was afterwards covered with 4-inch planking, laid on longitudinally, as ships are usually planked, and this was properly calked and pitched, cotton being used for calking instead of oakum, the latter being very scarce and the former almost the only article to be had in abundance.

Much of the timber was hauled long distances. Three portable saw-mills were obtained, one of which was located at the yard, the others being moved about from time to time to such growing timber as could be procured.

The iron plating consisted of 2 courses, 7 inches wide and 2 inches thick, mostly rolled at the Tredegar Iron Works, Richmond. The first course was laid lengthwise, over a wooden backing, 16 inches in thickness, a 2-inch space, filled in with wood, being left between each two layers to afford space for bolting the outer course through the whole shield, and the outer course was laid flush, forming a smooth surface, similar to that of the *Virginia*. The inner part of the shield was covered with a thin course of planking, nicely dressed, mainly with a view to protection from splinters. Oak knees were bolted in, to act as braces and supports for the shield.

The armament consisted of two rifled "Brooke" guns mounted on pivot-carriages, each gun working through three port-holes, as occasion required, there being one port-hole at each end of the shield and two on each side. These were protected by iron covers lowered and raised by a contrivance worked on the gun-deck. She had two propellers driven by two engines of 200-horse power each, with 20-inch cylinders, steam being supplied by two flue boilers, and the shafting was geared together.

The sides were covered from the knuckle, 4 feet below the deck, with iron plates 2 inches thick.

The prow was built of oak, running 18 feet back, on center keelson, and solidly bolted. It was covered on the outside with iron plating, 2 inches thick and, tapering off to a 4-inch edge, forming the ram.

The work of putting on the armor was prosecuted for some time under the most disheartening circumstances, on account of the difficulty of drilling holes on the iron intended for her armor. But one small engine and drill could be had, and it required, at the best, 20 minutes to drill an inch and a quarter hole through the plates, and it looked as if we would never accomplish the task.

But "necessity is the mother of invention," and one of my associates in the enterprise, Peter E. Smith, of Scotland Neck, North Carolina, invented and made a twist-drill with which the work of drilling a hole could be done in four minutes, the drill cutting out the iron in shavings instead of fine powder.

It was thought judicious to remove the boat to the town of Halifax, about 20 miles up the river, and the work of completion, putting in her machinery, armament, etc., was done at that point, although the actual finishing touches were not given until a few days before going into action at Plymouth.

Forges were erected on her decks, and blacksmiths and carpenters were kept hard at work as she floated down the river to her destination.

With the ship in the water, Captain James W. Cooke



MAP SHOWS route taken by ironclad from cornfield to Albemarle Sound where Union ships waited to trap her.

of the Confederate Navy took command. On April 19, he ordered her to move down the river where Southfield and Miami lay in wait off Plymouth.

To evade the trap of chains, Cooke ordered his vessel close to the southern bank of the river. Then, suddenly, he veered and dug his ram-bow deep into the side of Southfield, opening there a large hole and sending her quickly to the bottom.

Seeing what had befallen her partner, Miami beat a hasty retreat, and Albemarle turned to the task of neutralizing the Union-held fort which had been under siege for two days. While Confederate forces ashore stormed the fort, the ironclad poured shot and shell into it. On 20 April, the fort fell.

Two weeks later, on 5 May 1864, Albemarle, in company with the small *Bombshell* and *Cotton Pant*, left the Roanoke River and entered the Sound for the imminent battle. The scene now shifts from the Confederate to the Union side where Dr. Holden, the surgeon on board *Sassacus*, the Federal sidewheeler commanded by Commander Francis A. Roe, USN, gives an account of how the battle looked from his vantage point. Here is Holden's eyewitness report:

All eyes were fixed on this second *Merrimac* as, like a floating fortress, she came down the bay. A puff of smoke from her bow port opened the ball, followed quickly by another, the shells aimed skillfully at the pivot-rifle of the leading ship, *Mattabesett*, cutting away rail and spars, and wounding six men at the gun. The enemy then headed straight for her, in imitation of the *Merrimac*, but by a skillful management of the helm the *Mattabesett* rounded her bow, closely followed by our own ship, the *Sassacus*, which at close quarters gave her a broadside of solid 9-inch shot.

The guns might as well have fired blank cartridges, for the shot skimmed off into the air, and even the 100-pound solid shot from the pivot-rifle glanced from

BLOCKADE BATTLE—1864

the sloping roof into space with no apparent effect. The feeling of helplessness that comes from the failure of heavy guns to make any mark on an advancing foe can never be described.

To add to the feeling in this instance, the rapid firing from the different ships, the clouds of smoke, the changes of position to avoid being run down, the watchfulness to get a shot into the ports of the ram, as they quickly opened to deliver their well-directed fire, kept alive the constant danger of our ships firing into or entangling each other.

The crash of bulwarks and rending of exploding shells which were fired by the ram [Albemarle], but which it was utterly useless to fire from our own guns, gave confused sensations of a general and promiscuous melee, rather than a well-ordered attack; nevertheless the plan designed was being carried out, hopeless as it seemed.

Thus far in the action our pivot-rifle astern had had but small chance to fire, and the captain of the gun, a broad-shouldered, brawny fellow, was now wrought up to a pitch of desperation at holding his giant gun in leash, and as we came up to the *Bombshell* he mounted the rail, and, naked to the waist, he brandished a huge boarding-pistol and shouted, "Haul down your flag and surrender, or we'll blow you out of the water!" The flag came down, and the *Bombshell* was ordered to drop out of action and anchor, which she did.

Now came the decisive moment for, by this action, which was in reality a manoeuvre of our commander, we had acquired a distance from the ram of about 400 yards, and the latter, to evade the *Mattabesett*, had sheered off a little and lay broadside to us. The Union ships were now on both sides of the ram with engines stopped. Commander Roe saw the opportunity, which an instant's delay would forfeit, and boldly met the crisis of the engagement.

To the engineer he cried, "Crowd waste and oil in the fires and back slowly! Give her all the steam she can carry!"

To Acting-Master Boutelle he said, "Lay her course for the junction of the casemate and the hull!"

Then came four bells, and with full steam and open throttle the ship sprang forward like a living thing. It was a moment of intense strain and anxiety. The guns ceased firing, the smoke lifted from the ram, and we saw that every effort was being made to evade the shock. Straight as an arrow we shot forward to the designated spot. Then came the order, "All hands lie down!" and with a crash that shook the ship like an earthquake, we struck full and square on the iron hull, careening it over and tearing away our own bows, ripping and straining our timbers at the waterline. The enemy's lights were put out, and his men hurled from their feet, and, as we learned afterward, it was thought for a moment that it was all over with them.

Some of the men in Albemarle thought so too. Confederate Shipbuilder Elliott, had this to say about morale in his ship at this point:

Some of the crew became demoralized. The pressure from the revolving wheel [sidewheel] of the *Sassacus* was so great that it forced the afterdeck of the ram several feet below the surface of the water and created the impression on board she was about to sink.

But the calm voice of the captain kept the incipient disorder with the command, "Stand to your guns. If we must sink let us go down like brave men."

The *Albemarle*, however, soon recovered and sent a shot at her assailant which passed through one of the latter's boilers, the hissing steam disabling a number of her crew. Yet the discipline on the *Sassacus* was such that, notwithstanding the natural consternation under these appalling circumstances, two of her guns continued to fire on us. . . .

Now to continue with the story from the Federal side:

Our ship *Sassacus* quivered for an instant, but held fast, and the swift splash of the paddles showed that the engines were uninjured. My own station was in the bow, on the main-deck, on a line with the enemy's guns. Through the starboard shutter, which had been partly jarred off by the concussion, I saw the port of the ram not 10 feet away.

It opened; and like a flash of lightning I saw the grim muzzle of a cannon, the straining gun's-crew, naked to the waist and blackened with powder; then a blaze, a roar and rush of the shell as it crashed through, whirling me round and dashing me to the deck.

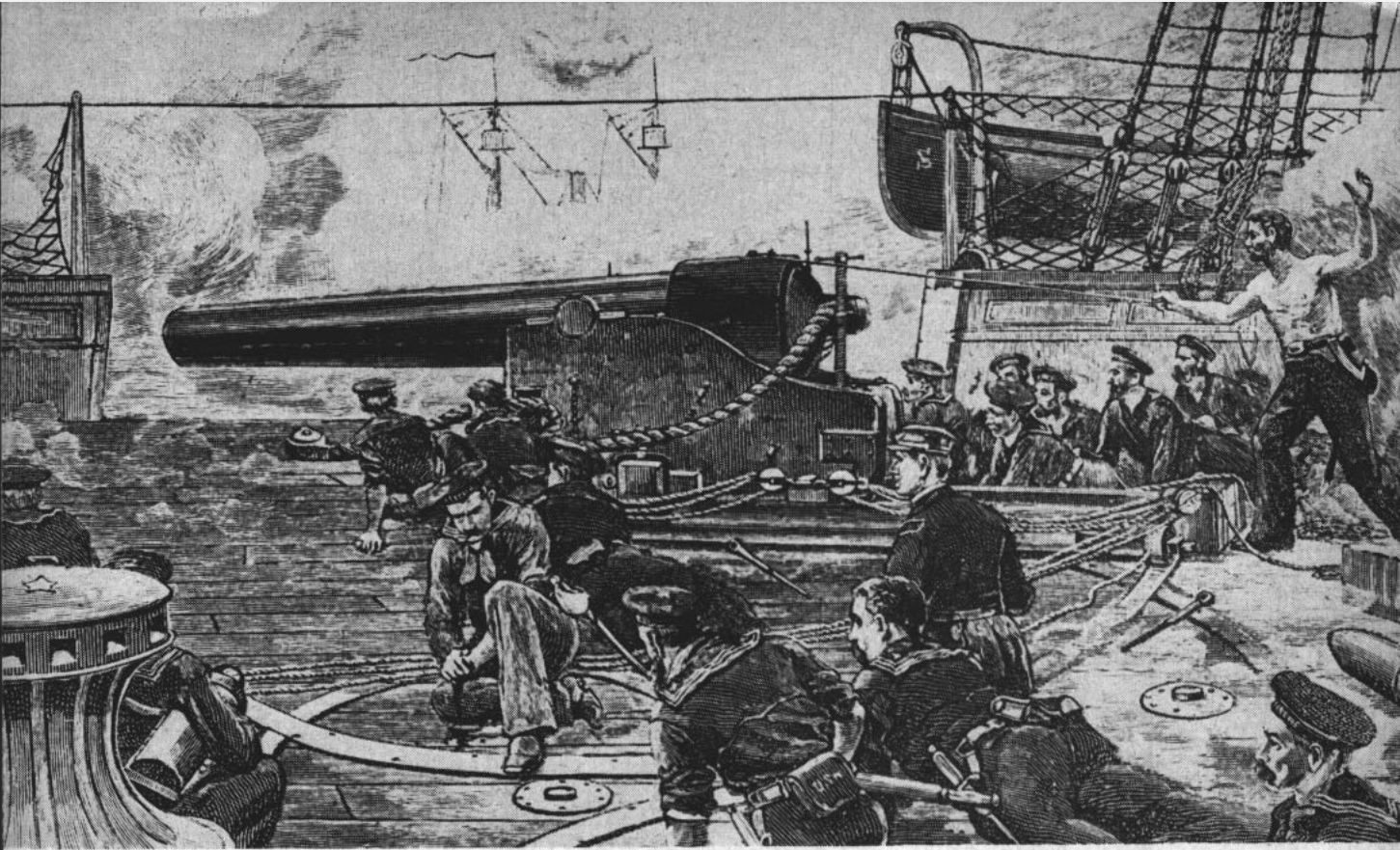
Both ships were still under headway, and as the *Albemarle* advanced, our shattered bows clinging to the iron casemate were twisted round, and a second shot from a Brooke gun almost touching our side crashed through, followed immediately by a cloud of steam and boiling water that filled the forward decks as our overcharged boilers, pierced by the shot, emptied their contents with a shrill scream that drowned for an instant the roar of the guns.

The shouts of command and the cries of scalded, wounded, and blinded men mingled with the rattle of small-arms that told of a hand-to-hand conflict above. The ship surged heavily to port as the great weight of water in the boilers was expended, and over the cry, "The ship is sinking!" came the shout, "All hands repel boarders on starboard bow!"

The men below, wild with the boiling steam, sprang to the ladder with pistol and cutlass, and gained the bulwarks; but men in the rigging with muskets and hand grenades, and the well-directed fire from the crews of the guns, soon baffled the attempt of the Confederates to gain our decks. To send our crew on the grated top of the iron-clad would have been madness.

The horrid tumult, always characteristic of battle, was intensified by the cries of agony from the scalded and frantic men. Wounds may rend, and blood flow, and grim heroism keep the teeth set firm in silence; but to be boiled alive—to have the flesh drop from the face and hands, to strip off in sodden mass from the body as the clothing is torn away in savage eagerness for relief, will bring screams from the stoutest lips.

In the midst of all this, when every man had left the engine room, our chief engineer, Mr. Hobby, although badly scalded, stood with heroism at his post; nor did he leave it till after the action, when he was brought up, blinded and helpless, to the deck. I had often before been in battle; had stepped over the decks of a steamer in the *Merrimac* fight when a shell had exploded, covering the deck with fragments of human bodies, literally tearing to pieces the men on the small vessel as she lay alongside the *Minnesota*, but never before had I experienced such a sickening sensation of horror as on this occasion, when the bow of the *Sassacus* lay for 13 minutes on the roof of the *Albemarle*.



"ALL HANDS HIT THE DECK"—Scene on wooden-hulled *Sassacus* seconds before she hit the ironclad *Albemarle*.

An officer of the *Wyalusing* said later that when the dense smoke and steam enveloped us they thought we had sunk, till the flash of our guns burst through the clouds, followed by flash after flash in quick succession as our men recovered from the shock of the explosion.

In Commander Febiger's [the commanding officer of *Mattabesett*] report the time of our contact was said to be "some few minutes." To us, at least, there seemed time enough for the other ships to close in on the ram and sink her, or sink beside her, and it was 13 minutes as timed by an officer, who told me; but the other ships were silent, and with stopped engines looked on as the clouds closed over us in the grim struggle.

Captain French of the *Miami*, who had bravely fought his ship at close quarters, and often at the ship's length, vainly tried to get bows on, to come to our assistance and use his torpedo [a mine attached to a spar]; but his ship steered badly, and he was unable to reach us before we dropped away.

In the mean time the *Wyalusing* signaled that she was sinking—a mistake [as it turned out, *Wyalusing* did not sink] but one that affected materially the outcome of the battle. We struck exactly at the spot for which we had aimed; and the headway of both ships twisted our bows, and brought us broadside to broadside—our bows at the enemy's stern and our starboard paddle-wheel on the forward starboard angle of his casemate.

At length we drifted off the ram, and our pivot-gun, which had been fired incessantly by Ensign Mayer, almost muzzle to muzzle with the enemy's guns, was kept at work till we were out of range.

The engagement was at an end, an inconclusive end in that neither side triumphed. But *Albemarle* had got the better of it. True, her smokestack was riddled (114

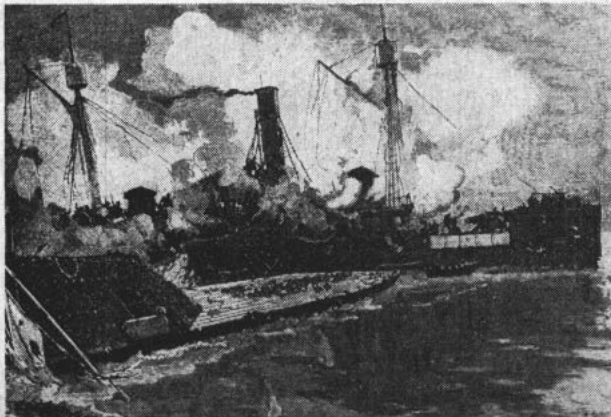
holes were later counted in it) and one of her guns had been put out of commission, but otherwise the ironclad had suffered little damage.

Even with a clear shot from broadside, *Sassacus*'s nine-inch guns had failed to penetrate *Albemarle*'s sides, the cannon balls bouncing off like so many marbles on a tin roof. Only one man aboard *Albemarle* lost his life.

The Federal ships, on the other hand, sustained many casualties from the raking fire of the ironclad. *Sassacus* herself was disabled. *Wyalusing* had been badly hit and the others sustained varying amounts of damage. The Confederate ship—*Bombshell*—had been captured.

As a result of the engagement, however, the Confederates failed to break through the blockade in the *Albemarle* Sound area—and lost their best chance to do so. For shortly thereafter, a heroic Federal officer, Lieutenant William B. Cushing, USN, staged a raiding party which resulted in the blowing up of the ironclad as it lay hidden in an almost inaccessible backwater. To find out how he did it, read next month's Book Supplement.

SASSACUS DISABLED after ramming *Abemarle*. The battle had finally come to an end with neither side the victor.



TAFFRAIL TALK

READERS of the Book Supplement section which **ALL HANDS** carries each issue of the magazine will recall the exciting story not so many issues back of the young Navy lieutenant who was captured by a German U-boat after his transport was torpedoed, taken back to Germany and thrown into a prison camp, only to escape one dark night and pick his way across the Swiss border to freedom.

For his courageous action, he was awarded the Medal of Honor.

The lieutenant's name was Edouard V. M. Izac, USN, and the photograph with the story showed a young man in his early 20s with dark brown hair.

Now, 35 years later, Mr. Izac is still a youthful looking gentleman but the thatch of dark brown hair has now turned



snowy white. We know that for a fact because he dropped in to see us the other day and added an interesting footnote to his story.

His anecdote was about the time—before his later successful escape—when he tried to make a break for freedom by diving through the window of a moving train that was bearing him to prison. You'll no doubt remember that he landed hard, on both knees, on the rocky roadbed. Pulling himself painfully to his feet, he stumbled off into a field but was soon caught by two roughneck guards who had jumped from the train after him.

"Well, when these two guards caught up with me," he began, "one of them took his rifle and hit me with it to stop my getaway. It was a terrific whack—so hard in fact that he broke the gun right in two at the joint of the barrel and stock.

"So do you know what happened when they got me to the camp?

"His German superiors actually made that guard stand trial for breaking his gun!

"What's more, they called me in to testify! Here I was, a prisoner of war, testifying in court against the man who had captured me!

"Well, naturally, I told them what had happened, that sure enough this big bruiser had broken his gun in the best interests of his fatherland and in strict line of duty! I'll say he did—he had knocked me cold!"

Mr. Izac then proceeded to bring us up to date on what has happened to him since 1918. He was elected to Congress in 1936 from his then-home district near San Diego, Calif., and was re-elected four times.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given **ALL HANDS**. Original articles of general interest may be forwarded to the Editor.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.25 a year, domestic (including FPO and APO addresses for overseas mail); \$3.00, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of **ALL HANDS** prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• **AT RIGHT:** Unusual bows-on photo shows USS *Henderson* (DD 785) leaving frothy wake as the tincan speeds up in relatively calm waters.



THE RECEIVING END



★ ★ ★ ★ **MAKING HEADWAY**
through **STUDY**, benefits the
Navy and yourself
now and in the future ★ ★ ★ ★